## Appendix F

Traffic Impact Study



#### Environmental, Planning, and Engineering Consultants

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### **Technical Memorandum**

**To:** Village of Croton-on-Hudson Board of Trustees

From: AKRF, Inc.

Date: July 6, 2022

Re: HSRG Overlay and LI District Zoning Amendments – Traffic Impact Study (Full

Buildout)

This Traffic Impact Study (TIS) presents the detailed traffic analysis that was completed to assess the potential traffic and transportation impacts related to the theoretical maximum buildout projected under the proposed Harmon/South Riverside Gateway (HSRG) Overlay and Light Industrial (LI) District zoning amendments in the Village of Croton-on-Hudson (the "Proposed Action").

Prior to the preparation of the TIS, AKRF prepared preliminary trip generation numbers (summarized in the attached February 25, 2022 memorandum, see **Attachment A**), to determine if the incremental trip generation numbers associated with the theoretical maximum buildout would exceed the 100 vehicle-trip threshold for any given peak hour that would require a quantified traffic analysis in order to satisfy the State Environmental Quality Review Act (SEQRA) requirements. As this threshold of 100-vehicle trips was found to be exceeded during at least one peak hour, the quantified analysis, as presented in this memorandum, was conducted to assess the potential for traffic impacts, under SEQRA, as assumed through the conservative buildout calculations.

The theoretical maximum buildout scenario for the HSRG Overlay parcels resulted in a total of 383 residential units and 583 off-street parking spaces. The theoretical maximum buildout scenario for the LI district parcels resulted in a total of 87 residential units, 21,831 square feet of ground floor commercial space, and 142 off-street parking spaces (55 spaces for commercial uses and 87 spaces for residential uses). Complete lists of assumptions utilized to complete the buildout and parking calculations, which have been vetted through the Village, is included in the FEAF Part 3 Supplemental Narrative prepared by AKRF. Based on the maximum theoretical buildout scenarios presented in Tables 3 and 4 of the FEAF Part 3 Supplemental Narrative, up to 470 residential units, 21,831 sf of commercial floor area, and 725 off-street parking spaces could theoretically be developed within the overall Project Area as a result of the Proposed Action. As previously discussed, the chance of either scenario fully occurring, even over a long period of time, is highly unlikely.

This TIS describes traffic operations for existing conditions within the Study Area and for conditions in the future with the Proposed Action (the "Build" analysis).

#### A. TRAFFIC ANALYSIS

#### DATA COLLECTION

Turning Movement Counts (TMCs) and Vehicle Classification Counts (VCC) were collected at the following locations for the weekday AM (6:30 to 9:30 AM) and PM (4:00 to 6:00 PM) periods in April, 2022:

- 1. Croton Point Ave. and Veterans Plaza (signalized)
- 2. Croton Point Ave. and Rt. 9/9A Southbound Ramps (signalized)
- 3. Croton Point Ave. and Rt. 9/9A Northbound Ramps (signalized)
- 4. Croton Point Ave. and S. Riverside Ave. (signalized)
- 5. S. Riverside Ave. and Benedict Blvd. (signalized)
- 6. S. Riverside Ave. and Clinton St. (unsignalized)

Field inventories of the intersection roadway geometries were conducted and signal timing plans were obtained from the New York State Department of Transportation (NYSDOT) and the Village of Croton-on-Hudson. Descriptions of the study area roadways and agency signal timing plans are provided in **Attachment A**.

#### PRELIMINARY SCREENING

Prior to conducting the traffic analysis, a preliminary screening analysis was completed to estimate the likelihood of traffic impacts occurring at of any of the six intersections where traffic counts were counted and proposed for analysis (summarized in the attached May 27, 2022 memorandum, see **Attachment A**). This screening was based on an assessment of the collected traffic volumes and proposed trip assignments. Based on the results of this screening, the number of intersections analyzed as part of the TIS was reduced from six to five (with the intersection of South Riverside Ave. and Clinton Street screening out). As a result, the following five signalized intersections have been selected for quantified analysis in the TIS:

- 1. Croton Point Ave. and Veterans Plaza
- 2. Croton Point Ave. and Rt. 9/9A Southbound Ramps
- 3. Croton Point Ave. and Rt. 9/9A Northbound Ramps
- 4. Croton Point Ave. and S. Riverside Ave.
- 5. S. Riverside Ave. and Benedict Blvd.

#### TRAFFIC VOLUME DEVELOPMENT

#### 2022 EXISTING VOLUMES

The 2022 Existing conditions traffic volumes are based on the TMC data collected at the study area intersection in April 2022 during the weekday AM (6:30 AM - 9:30 AM) and PM (4:00 PM - 6:00 PM) peak periods. Data collection sheets are provided in **Appendix A**.

#### 2042 BUILD CONDITIONS

For the purposes of this analysis, it was conservatively assumed that the future design year (i.e., the future year by which the full theoretical buildout from the Proposed Action would occur) would be 2042 (2022 + 20 years). Applying this assumption is consistent with the methodology utilized for the assessment of potential traffic impacts from the 2010-2011 HSRG Overlay zoning amendments.

Future 2042 grown traffic volumes were developed by increasing the Existing 2022 traffic volumes in the study by a 1 percent per year compounded growth rate. This growth rate reflected increases in background traffic growth that would be expected to occur with or without the rezoning. 2042 Future Build traffic

volumes were developed by adding the trips estimated to be generated by the Proposed Action ("Project Generated trips") to the 2042 grown traffic volumes.

The Existing 2022, 2042 Grown, Project Generated, and 2042 Build traffic volumes are illustrated in **Figures 1 through 8**.

The trip generation (as presented in AKRF's February 25, 2022 memorandum to the Village, see **Attachment A**) was based on data presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* Assumptions regarding potential driveway locations were utilized to develop trip assignments for the Proposed Action's theoretical maximum buildout for the weekday AM and PM peak periods. Individual trip assignments were developed for groups of parcels ("zones") assumed to share common driveways/access points. **Figures 9 and 10** illustrate the zone locations and reference the parcels included in each zone. The cumulative trip assignments were then utilized to estimate the increase in traffic that would pass through each study area intersection as a result of the Proposed Action (see **Attachment A** for tables which illustrate the development of the parcel trip assignments for the HSRG Overlay and LI District).

#### **CAPACITY ANALYSIS**

Potential impacts of the Proposed Action were analyzed using methodologies based on the Highway Capacity Manual, 6th Edition (HCM 6) methodology (Synchro 11 software) to calculate existing and future traffic operating conditions (Level of Service ("LOS") and total delay) at each of the Study Area intersections. LOS is based on a grading scale of "A" through "F" with "A" representing optimum traffic conditions and "F" representing poor traffic conditions (LOS D or better is typically considered acceptable operating conditions). Further descriptions of the capacity analysis methodology are provided in **Attachment B.** 

For the purpose of this analysis, traffic impacts are identified as: (1) any change from LOS D or better to LOS E or F; (2) any change from LOS E to LOS F; or (3) any increase of 10 percent or greater in delay for LOS F between Existing and Build conditions. The significant impact criteria are applied to the approach/lane group LOS for signalized intersections and approach/movement group LOS for unsignalized intersections.

**Table 1** presents a comparison of the 2022 Existing and 2042 Build LOS conditions for the Proposed Action. Synchro 11 outputs for the 2042 Build condition are provided in **Appendix B**.

Under the 2042 Build condition, absent any additional improvements, there would be impacts expected at the following locations;

- Croton Point Avenue and Veterans Plaza—the southbound approach would deteriorate from LOS E to LOS F during the Weekday AM peak hour and within LOS F during the Weekday PM peak hour.
- Croton Point Avenue and Route 9/9A Southbound Ramps—the northbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- South Riverside Avenue and Benedict Boulevard—the westbound approach would deteriorate from LOS D to LOS E during the Weekday PM peak hour. The southbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.

#### POTENTIAL MITIGATION MEASURES

For the impacted locations described above, recommended potential mitigation measures are as follows:

- Croton Point Avenue and Veterans Plaza—Signal timing adjustments
- Croton Point Avenue and Route 9/9A Southbound Ramps—Signal timing adjustments
- South Riverside Avenue and Benedict Boulevard—Signal timing adjustments and pavement/lane restriping and/or narrowing of the median of Benedict Boulevard to provide two lanes at each approach to South Riverside Avenue.

Table 1
HSRG Overlay and LI District Zoning Amendments
2022 Existing Conditions vs. 2042 Build Conditions LOS Analysis

|                         |             |               |              |                | Week | day AM        |             |                |            |               |              |                | Week | day PM        |            |                |     |
|-------------------------|-------------|---------------|--------------|----------------|------|---------------|-------------|----------------|------------|---------------|--------------|----------------|------|---------------|------------|----------------|-----|
|                         |             |               | 2022 Existin | g Conditior    | ıs   |               | 2042 Build  | Conditions     | 1          |               | 2022 Existin | g Condition    | ıs   |               | 2042 Build | Conditions     | 3   |
| Approach                | 1           | Lane<br>Group | v/c Ratio    | Delay<br>(sec) | LOS  | Lane<br>Group | v/c Ratio   | Delay<br>(sec) | LOS        | Lane<br>Group | v/c Ratio    | Delay<br>(sec) | LOS  | Lane<br>Group | v/c Ratio  | Delay<br>(sec) | LOS |
|                         |             |               |              |                |      | Croton P      | oint Avenue | and Vetera     | ıns Plaza  |               |              |                |      |               |            |                |     |
|                         | Eastbound   | LTR           | 0.10         | 4.4            | Α    | LTR           | 0.15        | 8.8            | Α          | LTR           | 0.12         | 4.5            | Α    | LTR           | 0.19       | 12.2           | В   |
| Croton Point Avenue     | Masthaund   | L             | 0.20         | 2.8            | Α    | L             | 0.29        | 4.6            | Α          | L             | 0.11         | 2.6            | Α    | L             | 0.19       | 7.3            | Α   |
|                         | Westbound   | LTR           | 0.20         | 4.5            | Α    | LTR           | 0.28        | 7.6            | Α          | LTR           | 0.09         | 3.8            | Α    | LTR           | 0.17       | 9.0            | Α   |
|                         | Northbound  | LTR           | 0.50         | 30.2           | С    | LTR           | 0.57        | 36.1           | D          | LTR           | 0.70         | 27.9           | С    | LTR           | 0.53       | 13.3           | В   |
| Veterans Plaza          | Northbourid | R             | 0.25         | 14.0           | В    | R             | 0.23        | 10.0           | Α          | R             | 0.47         | 13.3           | В    | R             | 0.40       | 7.1            | Α   |
|                         | Southbound  | LTR           | 0.16         | 79.5           | E    | LTR           | 0.65        | 110.4          | F          | LTR           | 0.33         | 90.0           | F    | LTR           | 1.26       | 226.3          | F   |
|                         |             | Inter         | section      | 8.0            | Α    | Inter         | section     | 14.4           | В          | Inter         | section      | 12.9           | В    | Inter         | section    | 36.3           | D   |
|                         |             |               | <u> </u>     |                | Cro  | ton Point     | Avenue and  | Route 9/9A     | SB On-Rar  | np            |              |                |      |               |            |                |     |
| Cratan Daint Avanua     | Eastbound   | TR            | 0.30         | 45.4           | D    | TR            | 0.44        | 49.1           | D          | TR            | 0.42         | 40.2           | D    | TR            | 0.58       | 43.5           | D   |
| Croton Point Avenue     | Westbound   | LT            | 0.23         | 5.2            | Α    | LT            | 0.37        | 8.5            | Α          | LT            | 0.20         | 2.4            | Α    | LT            | 0.32       | 4.9            | А   |
| Davita O/OA CD On Davin | Cauthhamad  | LTR           | 0.77         | 85.1           | F    | LTR           | 0.84        | 87.7           | F          | LTR           | 0.59         | 85.7           | F    | LTR           | 0.71       | 86.2           | F   |
| Route 9/9A SB On-Ramp   | Southbound  | R             | 0.78         | 87.1           | F    | R             | 0.83        | 87.6           | F          | R             | 0.51         | 81.9           | F    | R             | 0.50       | 73.2           | Е   |
|                         |             | Inter         | section      | 38.0           | D    | Inter         | section     | 38.3           | D          | Inter         | section      | 28.4           | С    | Inter         | section    | 30.8           | C   |
|                         |             |               | •            |                | Cro  | oton Point    | Avenue and  | d Route 9/9    | A NB Ramp  | s             | •            |                |      |               | •          |                |     |
| Contain Daint Assessed  | Eastbound   | LTR           | 0.09         | 5.8            | Α    | LTR           | 0.15        | 5.1            | Α          | LTR           | 0.16         | 8.9            | А    | LTR           | 0.27       | 10.5           | В   |
| Croton Point Avenue     | Westbound   | LTR           | 0.20         | 6.8            | Α    | LTR           | 0.34        | 8.8            | Α          | LTR           | 0.24         | 7.3            | Α    | LTR           | 0.38       | 9.2            | Α   |
| Davita O/OA ND Davisa   | Northbound  | LTR           | 0.97         | 104.4          | F    | LTR           | 1.30        | 203.9          | F          | LTR           | 1.59         | 318.1          | F    | LTR           | 2.24       | 597.1          | F   |
| Route 9/9A NB Ramps     | Southbound  | LTR           | -            | -              | -    | LTR           | 0.06        | 30.3           | С          | LTR           | -            | -              | -    | LTR           | 0.02       | 35.0           | С   |
|                         |             | Inter         | section      | 36.3           | D    | Inter         | section     | 61.5           | Е          | Inter         | section      | 125.8          | F    | Inter         | section    | 226.9          | F   |
|                         |             |               | •            |                | С    | roton Poi     | nt Avenue a | nd S. Rivers   | ide Avenue | •             |              |                |      | -11           | •          |                |     |
| Croton Point Avenue     | Eastbound   | LR            | 0.24         | 8.9            | Α    | LR            | 0.34        | 10.1           | В          | LR            | 0.43         | 9.4            | Α    | LR            | 0.61       | 12.9           | В   |
|                         | Northbound  | LT            | 0.08         | 10.9           | В    | LT            | 0.13        | 11.2           | В          | LT            | 0.34         | 13.2           | В    | LT            | 0.45       | 14.5           | В   |
| S Riverside Avenue      | Carrell     | Т             | 0.06         | 10.9           | В    | Т             | 0.09        | 11.1           | В          | Т             | 0.16         | 11.8           | В    | Т             | 0.21       | 12.2           | В   |
|                         | Southbound  | R             | 0.26         | 0.4            | Α    | R             | 0.59        | 4.2            | Α          | R             | 0.26         | 3.0            | А    | R             | 0.22       | 0.3            | А   |
| <u>'</u>                |             | Inter         | section      | 5.4            | Α    | Inter         | section     | 7.5            | Α          | Inter         | section      | 9.7            | Α    | Inter         | section    | 11.0           | В   |
|                         |             |               | <u> </u>     |                | 9    | . Riversid    | e Avenue an | d Benedict     | Boulevard  |               |              |                |      |               | <u> </u>   |                |     |
|                         | Eastbound   | LTR           | 0.29         | 17.4           | В    | LTR           | 0.36        | 18.4           | В          | LTR           | 0.42         | 19.9           | В    | LTR           | 0.60       | 24.5           | С   |
| Benedict Boulevard      | Westbound   | LTR           | 0.37         | 17.3           | В    | LTR           | 0.52        | 20.2           | C          | LTR           | 0.80         | 29.1           | С    | LTR           | 1.05       | 73.5           | E   |
|                         |             | LT            | 0.26         | 12.2           | В    | LT            | 0.44        | 14.8           | В          | LT            | 0.49         | 15.2           | В    | LT            | 0.72       | 21.3           | C   |
| S Riverside Avenue      | Northbound  | R             | 0.04         | 2.1            | A    | R             | 0.08        | 3.5            | A          | R             | 0.04         | 2.1            | A    | R             | 0.08       | 3.6            | A   |
|                         | Southbound  | LTR           | 0.79         | 25.1           | С    | LTR           | 1.16        | 110.2          | F          | LTR           | 0.57         | 17.0           | В    | LTR           | 1.11       | 97.3           | F   |
| l.                      | Southbound  |               | section      | 19.7           | В    |               | section     | 59.6           | Е          |               | rsection     | 21.0           | С    | -             | section    | 57.8           | Е   |

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.

Yellow highlights denote potential traffic impact locations.

Because the Proposed Action represents a proposed Local Law (rezoning) as opposed to a specific development proposal, assumptions were made to evaluate potential impacts should the Local Law be adopted. As noted elsewhere in the SEQRA documents for the Proposed Action, should the Local Law be adopted, individual development proposals that come before the Village would be subject to site-specific environmental reviews pursuant to SEQRA. Specifically, a special permit approval process would subject individual development proposals on the study area parcels to a site-specific environmental review (including site-specific traffic studies) under SEQRA in connection with discretionary land use approvals and public hearings through the Village Board of Trustees, Village Planning Board, Village Waterfront Advisory Committee (WAC), and other involved agencies. Any future special permit for new development on Village-owned parcels would not be able to proceed without the Village's selection of a developer through a competitive request for proposals (RFP) process. Within each site-specific traffic study, any impacts and mitigation, if required, for that specific project will be identified and addressed on a case-by-case basis.

#### **PUBLIC TRANSIT**

Public rail and bus service is offered in the study area. The Metropolitan Transportation Authority's (MTA) Metro-North Railroad offers commuter rail service in the study area via its Hudson Line. Amtrak offers regional passenger rail service via its Empire Corridor Line. The Croton-Harmon train station is the stop located in the immediate vicinity of the study area and is accessible via Veterans Plaza.

The Westchester County Bee-Line Bus System operates the following bus routes within the study area: Routes 10 ("Croton Commuter"), 11 ("Croton Express"), and 14 ("Peekskill-Ossining-White Plains"). These bus routes offer service to several other Westchester County municipalities. Routes 10 and 11 make stops at the Croton-Harmon train station.

No significant changes are expected in public transit conditions by the Build year 2042. However, it is the policy of the mass transit agencies (Metro-North Commuter Railroad and the Bee-Line Bus System) to adjust their operating schedules to reflect demand as needed.

#### PEDESTRIAN AND BICYCLE CONDITIONS

Pedestrian volumes were observed to be low to moderate in the study area. Sidewalks exist along the following study area roadways: Croton Point Avenue, South Riverside Avenue, and the Metro-North parking lot driveways/Veterans Plaza. Observations conducted during field visits showed low to moderate levels of pedestrian activity at the study area intersections. Sidewalks are present along Croton Point Avenue, South Riverside Avenue, Veterans Plaza, and Benedict Boulevard. Crosswalks and pedestrian signals are present at each of the five study area intersections. Many of the pedestrian facilities along Croton Point Avenue were recently improved or installed as part of the Croton Point Avenue Improvement project.

Bicycle volumes were observed to be low in the study area. Bike lanes were recently installed along both sides of Croton Point Avenue as part of the Croton Point Avenue Improvement project.

#### **PARKING**

Estimated parking supply numbers associated with the Proposed Action were calculated based on the buildout assumptions included in the FEAF Part 3 Supplemental Narrative which yield an estimated parking supply requirement of 725 spaces.

#### **B. OVERALL CONCLUSIONS**

Assuming the full theoretical maximum buildout under the proposed rezoning occurs by 2042, it is anticipated that traffic impacts could be experienced at the following three intersections studied:

- Croton Point Avenue and Veterans Plaza
- Croton Point Avenue and Route 9/9A Southbound Ramps
- South Riverside Avenue and Benedict Boulevard

Potential mitigation measures include traffic signal timing adjustments, pavement/lane restriping, and narrowing roadway medians.

Should the Proposed Action be approved and the Project Area rezoned, the Village's special permit approval process would subject individual development proposals throughout the Project Area to a site-specific environmental review under SEQRA in connection with discretionary land use approvals and public hearings through the Village Board of Trustees, Village Planning Board, Village WAC, and other involved agencies. Through this discretionary approval process, potential traffic and parking impacts, as well as any mitigation measures, would be analyzed on a case-by-case basis.

## TRAFFIC IMPACT STUDY FIGURES

Figure V-1
Existing 2022 AM Peak Hour Volumes
HSRG Overlay and LI District Zoning Amendments

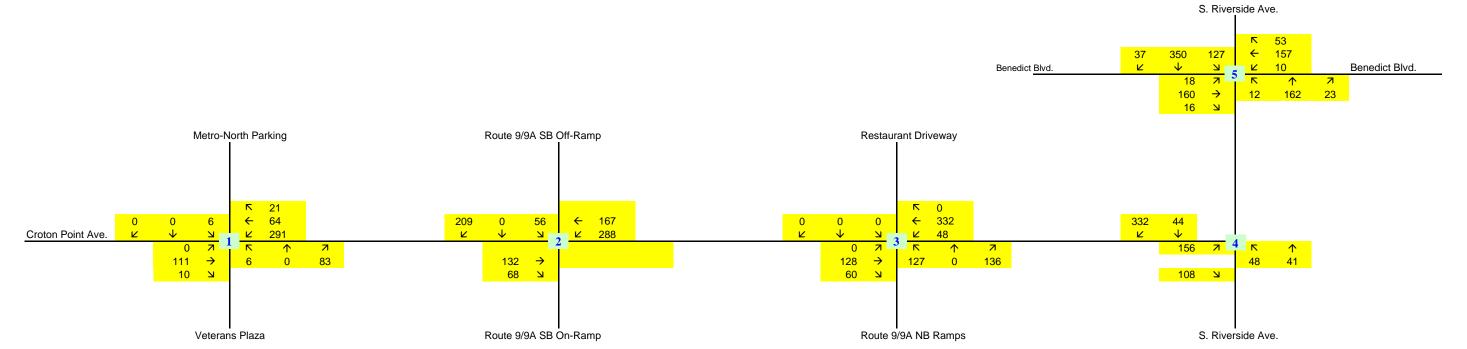


Figure V-2
Existing 2022 PM Peak Hour Volumes
HSRG Overlay and LI District Zoning Amendments

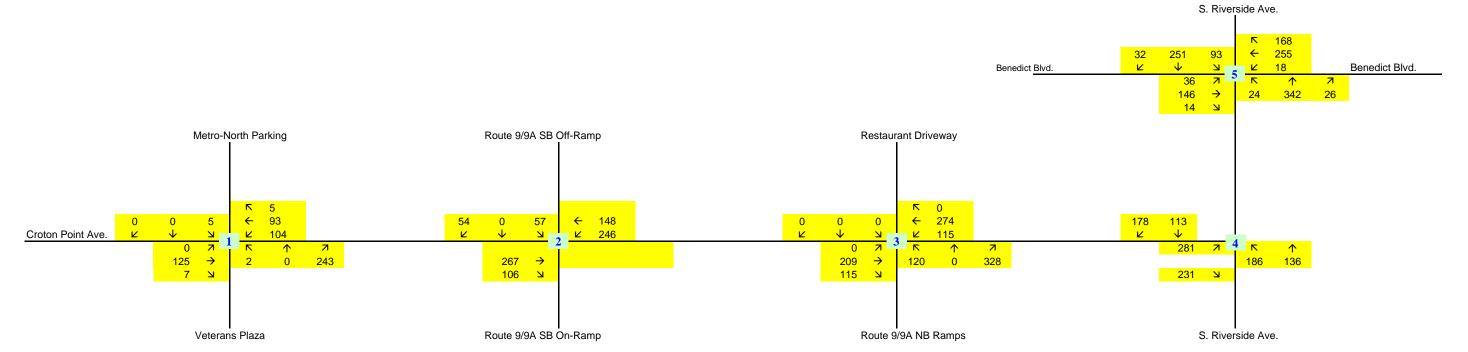


Figure V-3 2042 Grown AM Peak Hour Volumes HSRG Overlay and LI District Zoning Amendments

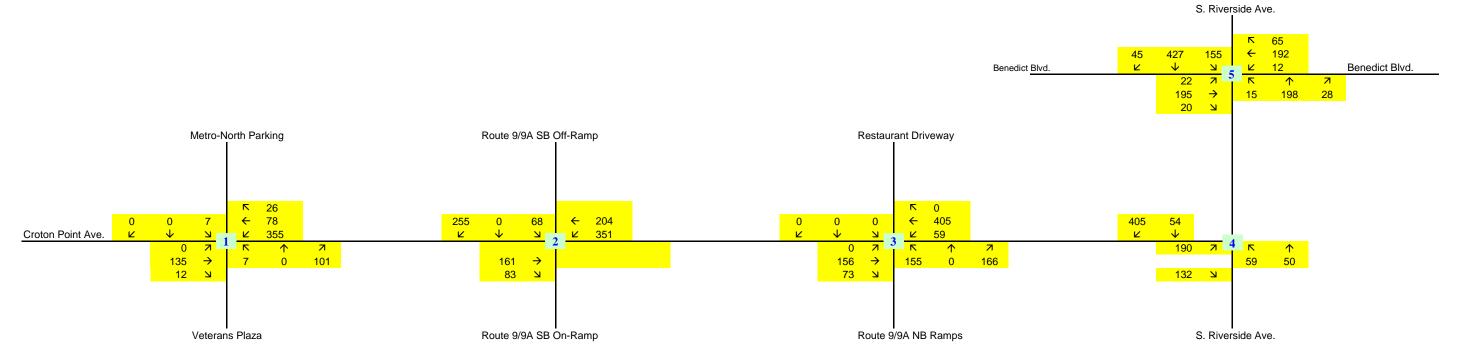


Figure V-4 2042 Grown PM Peak Hour Volumes HSRG Overlay and LI District Zoning Amendments

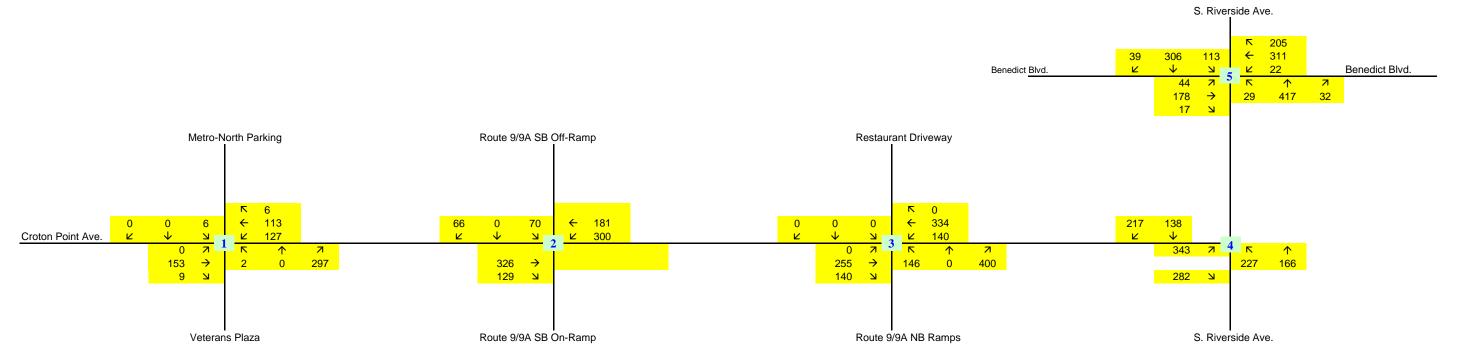


Figure V-5
Project Generated AM Peak Hour Volumes
HSRG Overlay and LI District Zoning Amendments

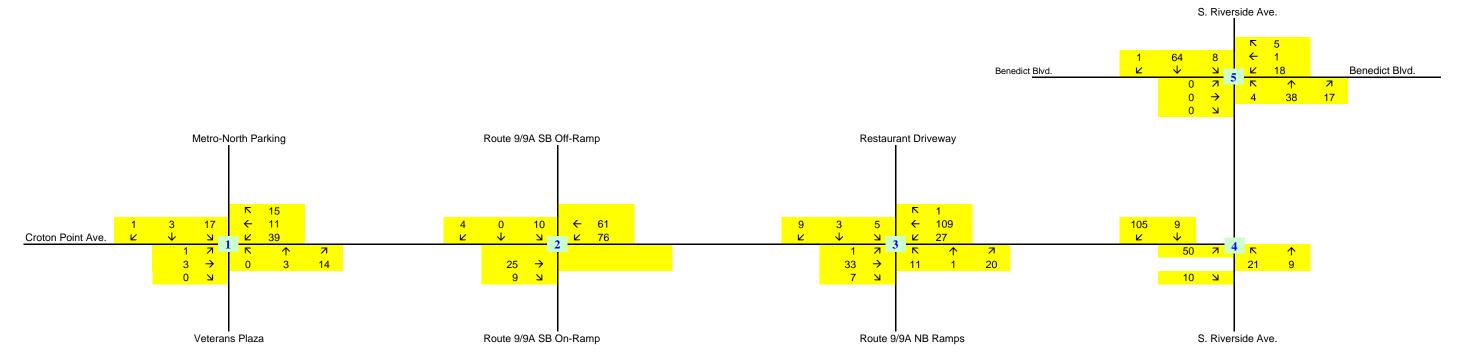


Figure V-6
Project Generated PM Peak Hour Volumes
HSRG Overlay and LI District Zoning Amendments

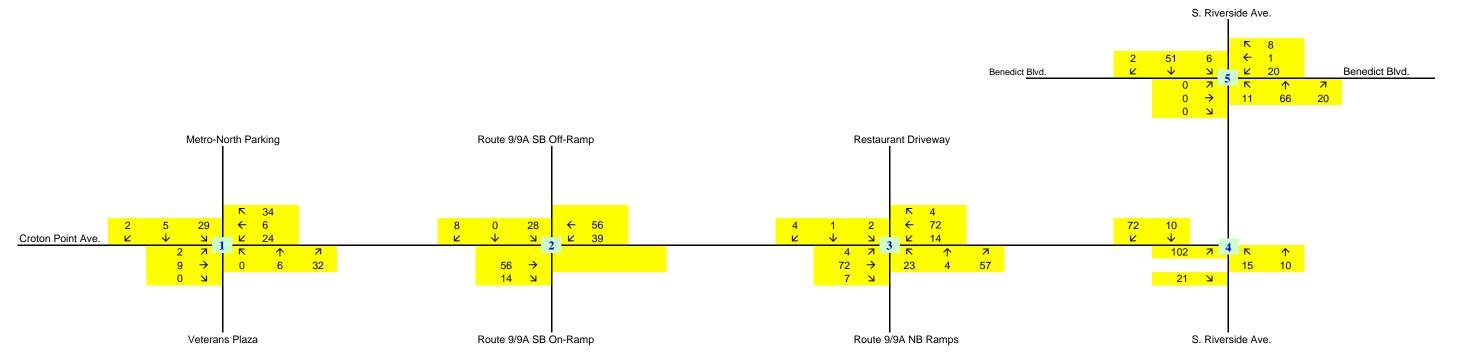


Figure V-7
2042 Build AM Peak Hour Volumes
HSRG Overlay and LI District Zoning Amendments

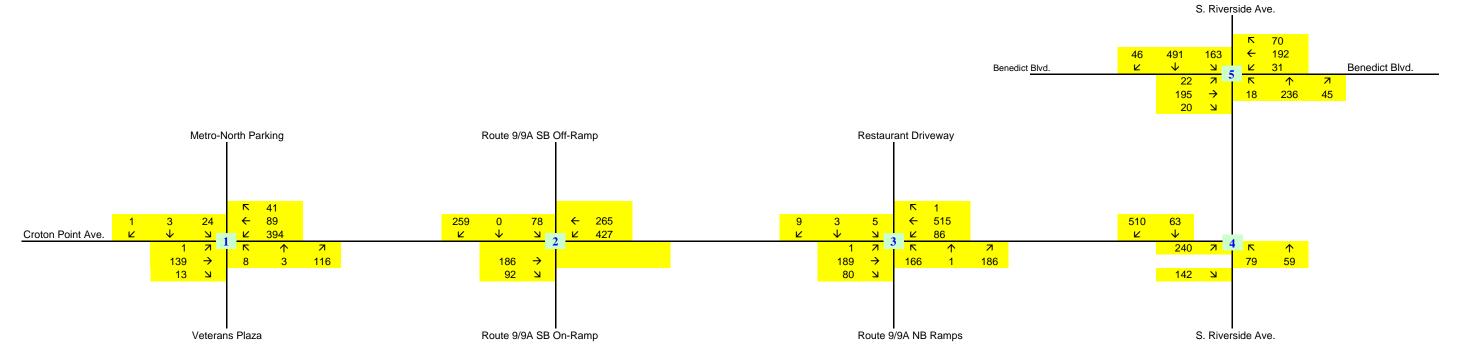
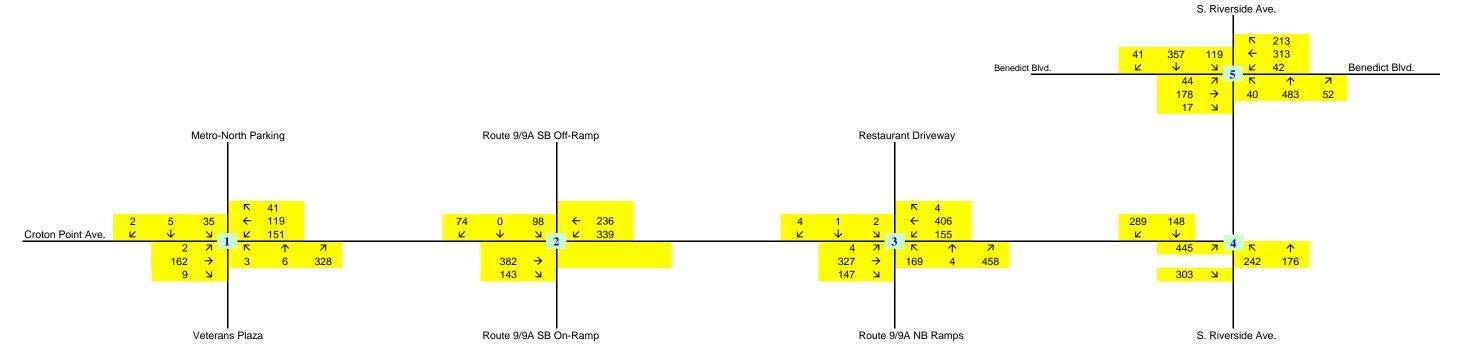


Figure V-8 2042 Build PM Peak Hour Volumes HSRG Overlay and LI District Zoning Amendments



# **ATTACHMENT A**

- Study Area Intersection Roadway Descriptions and Jurisdiction Map
- Agency Traffic Signal Timing Plans
- Turning Movement Count (TMC) Data
- Trip Generation Backup
  - Trip Assignment Zone Maps
  - Zone Trip Generation Tables
  - Zone Trip Assignment Detail Tables
- Previous AKRF Memorandums
  - Trip Generation Memorandum (2/25/2022)
  - Traffic Screening Memorandum (5/27/2022)

# Study Area Intersection Roadway Descriptions and Jurisdiction Map

#### ROADWAY CHARACTERISTICS

The following is a brief description of the major roadways within the study area. **Figure A-1** shows the maintenance jurisdictions of each of the roadways as sourced from NYSDOT.

<u>U.S. Route 9</u>. U.S. Route 9 is a divided highway that generally runs in a north-south direction and provides 2 to 3 moving lanes in each direction within the study area. U.S. Route 9 is under the jurisdiction of the New York State Department of Transportation (NYSDOT). South of Croton Point Avenue, U.S. Route 9 is also designated as NYS Route 9A. Based on field observations, the pavement for the U.S. Route 9 ramps at Croton Point Avenue is generally in excellent condition.

<u>Croton Point Avenue</u>. Croton Point Avenue is a local arterial that generally runs in an east-west direction within the study area and is under the jurisdiction of NYSDOT, Westchester County Department of Public Works, and the Village of Croton-on-Hudson. Croton Point Avenue generally provides one to two moving lanes in each direction and varies in width from approximately 28 to 50 feet within the study area. Between the northbound U.S. Route 9 ramps and South Riverside Avenue, Croton Point Avenue is also designated as NYS Route 9A. Based on field observations, the pavement along Croton Point Avenue within the study area varies between good-to-excellent condition. Sidewalks and bike lanes are provided on both sides of Croton Point Avenue within the study area.

<u>South Riverside Avenue</u>. South Riverside Avenue is a local arterial that generally traverses in a north-south direction and is maintained by the Village of Croton-on-Hudson. South Riverside Avenue generally provides two moving lanes in each direction and varies in width from 40 to 48 feet within the study area. South Riverside Avenue is also designated as NYS Route 9A north of its intersection with Croton Point Avenue. Based on field observations, the pavement along South Riverside Avenue within the study area is generally in fair condition. Sidewalks are provided on both sides of South Riverside Avenue within the study area.

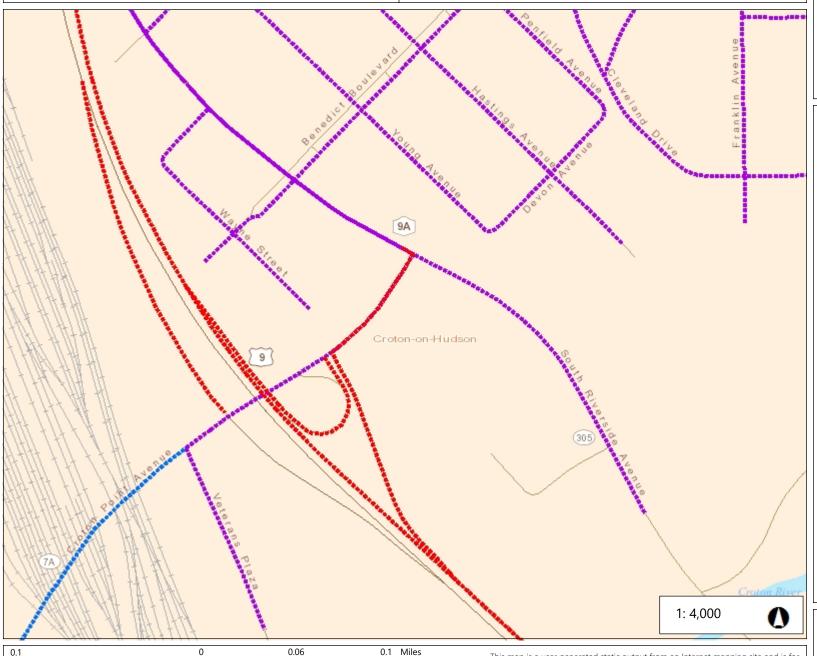
<u>Veterans Plaza/Metro-North Train Station Parking Lot Driveway</u>. There are two parking lots provided for Metro-North Commuter Railroad riders at the Croton-Harmon station. The main lot is located on the south side of Croton Point Avenue and a smaller auxiliary lot is located on the north side of Croton Point Avenue. The driveway to the main lot is also designated as Veterans Plaza and is a local roadway maintained by the Village of Croton-on-Hudson. Veterans Plaza generally provides one to two moving lanes in each direction and is approximately 29 feet wide at its intersection with Croton Point Avenue. The driveway to the northern lot is a curb cut entrance with one entrance lane and one exit lane, approximately 34 feet in total width. Based on field observations, the pavement along the Veterans Plaza and the northern Metro-North parking lot driveway is generally in good condition.

<u>Benedict Boulevard</u>. Benedict Boulevard is a major collector roadway that generally traverses in an east-west direction and is maintained by the Village of Croton-on-Hudson. Benedict Boulevard generally provides one moving lane in each direction with a landscaped median within the study area. Based on field observations, the pavement along Benedict Boulevard is generally in good condition. Sidewalks are provided on both sides of Benedict Boulevard within the study area.

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## **Roadway Maintenance Jurisdictions**



#### Legend

#### Maintenance Jurisdiction

- ••• 01 NYSDOT
- 02 County
- -- 03 Town
- ••• 04 City or village
- 31 NYS Thruway
- Interstate
- 900 Route
- US Highway
- State Highway
- County Touring
- County Highway
- StateShoreline\_Lines
- Cities\_Towns\_Shore
- Towns\_Shoreline
- NYS\_Background

**FIGURE A-1** 

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. NAD\_1983\_UTM\_Zone\_18N

© Latitude Geographics Group Ltd.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

# Agency Traffic Signal Timing Plans

| Phase Times [1.1.1] |          |       | 10000    |          |       |          |  |  | Coordinat | _    |  | _      | -     |                  |          | _      |          | _             | _            | 0 -      | - A"    | Louis     | 0       | Desir         | T         | ^#    | LO-SI  | C   |             |   |              |        |
|---------------------|----------|-------|----------|----------|-------|----------|--|--|-----------|------|--|--------|-------|------------------|----------|--------|----------|---------------|--------------|----------|---------|-----------|---------|---------------|-----------|-------|--------|-----|-------------|---|--------------|--------|
|                     | 1        | 2     | 3_       | 4        | 5     | 6        | 7  | 8  | Pat#      | Cyc  | Off  | Split  | Seq   | Pat#             | Cyc      | Off    | Split    |               | Pat#         |          | Off     | Split     | Seq     | Pat#          | Cyc       | Off   | Split  | Seq |             | 7                                       | 00           |        |
| Min Green           |          |       |          |          | 5     | 5        | 5  | 5  | 1         | 0    | 0  | 1      | 1     | 13               | 0        | 0_     | 13       | 1             | 25           | 0        | 0       | 0         | 1       | 37            | 0         | 0     | 0      | 7   |             |   | 90           |        |
| Gap, Ext            | _        |       |          |          | 2     | 2        | 2  | 2  | 2         | 0    | 0  | 2      | 1     | 14               | 0        | 0      | 14       | 1             | 26           | 0        | 0       | 0         | 1       | 38            | 0         | 0     | 0      | 1   |             |   |              |        |
| Max 1               | $\Box$   |       |          |          | 35    | 35       | 35   | 35   | 3         | 0    | 0  | 3      | 1     | 15               | 0        | 0      | 15       | 1             | 27           | 0        | 0       | 0         | 1       | 39            | 0         | 0     | 0      | 1   | Din -10     | 44-                                     | Id d d       | 1      |
| Max 2               | _        |       |          |          |       |          | -  | -  | 4         | 0    | 0  | 4      | 1     | 16               | 0        | 0      | 16       | 1             | 28           | 0        | 0       | 0         | 1       | 40            | 0         | 0     | 0      | 1   |             |   | Jp [1.1.4    | Enable |
| Yel Clearance       |          |       | 3.5      | _        | 4     | 4        | 4  | 4  | 5         | 0    | 0  | 5      | 1     | 17               | 0        | 0      | 17       | 1             | 29           | 0        | 0       | 0         | 1       | 41            | 0         | 0     | 0      | 1   | Phs 1       | Ring 1                                  | Start<br>RED | Off    |
| Red Clearance       | 1.5      | 1.5   | 1.5      | 1.5      | 2     | 2        | 2  | 2  | 6         | 80   | 0  | 6      | 4     | 18               | 0        | 0      | 18       | 1             | 30           | 0        | 0       | 0         | 1       | 42            | 0         | 0     | 0      | 1   | 2           | 1                                       | RED          | Off    |
| Walk                |          |       |          |          | 7     | 7        | 7  |  | 7         | 90   | 0  | 7      | 4     | 19               | 0        | 0      | 19       | 1             | 31           | 0        | 0       | 0         | 1       | 43            | 0         | 0     | 0      | 1   | 3           | 1                                       | RED          | Off    |
| Ped Clearance       | $\neg$   |       |          |          | 18    | 15       | 16   |  | 8         | 110  | 105  | 8      | 4     | 20               | 0        | 0      | 20       | 1             | 32           | 0        |         | <b>₩</b>  | 1       | 45            | -         | 0     | 0      | 1   | 4           | 1                                       | RED          | Off    |
| Red Revert          |          |       |          |          | -     |          | -  | _  | 9         | 0    | 0  | 9      | 1     | 21               | 0        | 0      | 21       | 1             | 33           | 0        | 0       | 0         | 1       | 46            | 0         | 0     | 0      | 1   | _5          | 2                                       | GREEN        | On     |
| Add Initial         | $\dashv$ |       |          |          | -     | <u> </u> | -  | _  | 10        | 0    | 0  | 10     | 1 1   | 22               | 0        | 0      | 22       | 1             | 34           | 0        | 0       | 0         | 1       | 47            | 0         | 0     | 0      | 1   | 6           | 2                                       | RED          | On     |
| Max Initial         | $\dashv$ |       |          |          | -     | -        | <del> </del>                                     | -  | 11        | 0    | 0  | 11     | 1     | 23               | 0        | 0      | 23       | 1             | 35<br>36     | 0        | 0       | 0         | 1       | 48            | 0         | 0     | 0      | 1   | 7           | 2                                       | RED          | On     |
| Time B4 Reduct      | $\dashv$ |       | _        |          | -     | <u> </u> | <del> </del>                                     | _  | 12        | 0    | 0  | 12     | 1     | 24               | 0        | 0      | _        | 1             | -            | _        | 1       | 2         | 3       | 40            | 5         | 6     | 7      | 8   | 8           | 2                                       | RED          | On     |
| Cars B4 Reduct      | $\dashv$ |       |          |          |       | _        | ļ  |  | Split     | 1990 | 1  | 2      | 3     | 4                | 5        | 6      | 7        |               | Solit        |          | _       | _         |         |               |           | _     |        | _   | Coord N     |   | 1            | - OII  |
| Time To Reduce      | _        |       |          |          |       | _        | ļ  |  | 1         | Coor | 0  | 0      | 0     | 0                | 0        | 0      | 0        | 0             | - ₹          | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   |             |   | 0            |        |
| Reduce By           |          |       |          |          |       |          | 1  | _  |           |      | NON  | -      | -     | NON              | NON      | -      | NON      | -             | •            |          | NON     | NON       | -       | $\vdash$      | NON       |       | _      | NON | Test OpMo   | 700                                     | SHRT/LNG     |        |
| Min Gap             |          |       |          |          |       | _        | _  | _  | 2         | Coor | 0  | 0      | 0     | 0                | 0        | 0      | 0        | 0             |              | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Correction  |   | MAX 1        |        |
| DyMaxLim            | _        |       |          |          |       |          | _  |  |           | -    | +  | NON    | -     | NON              |          | NON    | -        |               | $\leftarrow$ | _        | -       | _         |         | _             | NON       | -     | _      |     | Maximum     |   | FLOAT        |        |
| Max Step            |          |       |          |          |       | _        | _  |  | 3         | Coor | 0  | 0      | 0     | 0                | 0        | 0      | 0        | 0             | 4            | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Force-Off   |   | ON           |        |
| Options [1.1.2]     | 1        | 2     | 3        | 4        | 5     | 6        | 7  | 8  |           | _    | NON  | NON    | NON   | NON              | -        |        | -        | $\overline{}$ |              | <u> </u> | NON     | _         | NON     | $\overline{}$ |           | NON   | NON    |     | Closed Lo   | · P                                     |              |        |
| Enable              |          |       |          |          | On    | On       | On   | On   | 4         | Coor | 0  | 0      | 0     | 0                | 0        | 0      | 0        | 0             | - 1          | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Stop-in-Wa  | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ON           |        |
| Min Recall          |          |       |          |          | 240   | _        |  |  |           |      | NON  | NON    | 1     | NON              |          | -      | NON      |               | +            |          | NON     |           | -       |               | NON       | _     |        |     | Auto Rese   |   | ON           |        |
| Max Recall          |          |       |          |          |       |          |  |  | 5 .       | Coor | 50   | 0      | 30    | 0                | 35       | 15     | 15       | 15            | 17           | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Expand Sp   | 775                                     | OFF          |        |
| Ped Recall          |          |       |          |          |       |          |  |  |           | 6    | NON  | NON    | NON   | NON              | MAX      | NON    | NON      | NON           | <u></u>      |          | NON     | NON       | NON     | NON           | NON       | NON   |        | -   | Ped Recyc   |   | NO_RECYC     | CLE    |
| Soft Recall         |          |       |          |          |       |          |  |  | 6         | Coor | 56   | 0      | 24    | 0                | 38       | 18     | 13       | 11            |              | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | _   | Before      |   | TIMED        |        |
| Lock Calls          |          |       |          |          |       |          |  |  |           | 6    | NON  | NON    | NON   | NON              | MAX      | MAX    | NON      | NON           | -            |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON |             |   | TIMED        |        |
| Auto Flash Entry    |          |       |          |          | T.    |          |  |  | 7         | Coor | 66   | 0      | 24    | 0                | 48       | 18     | 13       | 11            |              | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | _   | Auto Fla    |   |              |        |
| Auto Flash Exit     |          |       |          |          |       |          |  |  |           | 6    | NON  | NON    | NON   | NON              | MAX      | MAX    | NON      | NON           |              |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON | Auto Flash  |   | PH OVER      |        |
| Dual Entry          |          |       |          |          |       |          |  |  | -8        | Coor | 0  | 65     | 0     | 45               | 25       | 40     | 15       | 30            | 20           | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Flash Yel   |   | 45           |        |
| Enable Simul Gap    | On       | On    | On       | On       | On    | On       | On   | On   |           | 6    | NON  | NON    | NON   | NON              | MIN      | MAX    | NON      | NON           |              |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON | Flash Red   | -                                       | 20           |        |
| Gaurantee Passage   |          |       |          |          |       |          |  |  | 9         | Coor | 0  | 0      | 0     | 55               | 25       | 20     | 15       | 50            | 21           | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Unit Par    |   |              |        |
| Rest In Walk        |          |       |          |          |       | 1        |  | 1  |           | 6    | NON  | NON    | NON   | NON              | NON      | MAX    | NON      | NON           | ]            |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON | Phase Mo    | de                                      | STD8         |        |
| Conditon Service    |          |       |          |          |       | 1        |  |  | 10        | Coor | 0  | 0      | 0     | 0                | 0        | 0      | 0        | 0             | 22           | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | IO Mode     |   | USER         |        |
| Non-Actuated 1      | _        |       |          | _        |       | -        | 1  |  |           |      | NON  | NON    | NON   | NON              | NON      | NON    | NON      | NON           | 1            |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON | Loc Flsh S  | tart                                    | ON           |        |
| Non-Actuated 2      |          |       |          | _        |       | 1        | 1  | <del>                                     </del> | 11        | Coor | 0  | 0      | 0     | 0                | 0        | 0      | . 0      | 0             | 23           | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Start Flash | n(s)                                    | 0            |        |
| Add Init Calc       |          |       |          |          |       | 1        | 1  |  |           |      | NON  | NON    | NON   | NON              | NON      | NON    | NON      | NON           | 1            |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON | Start AllRe | d(s)                                    | 0            |        |
| Options+ [1.1.3]    | 1        | 2     | 3        | 4        | 5     | 6        | 7  | 8  | 12        | Coor | 0  | 0      | 0     | 0                | 0        | 0      | 0        | 0             | 24           | Coor     | 0       | 0         | 0       | 0             | 0         | 0     | 0      | 0   | Yellow < 3  |   | OFF          |        |
| Reservice           | _        | _     | <u> </u> | <u> </u> | Ť     | H        | <del>                                     </del> | Ť  |           |      | NON  | NON    | NON   | NON              | NON      | NON    | NON      | NON           | 1            |          | NON     | NON       | NON     | NON           | NON       | NON   | NON    | NON | Display Tir | ne                                      | 20           |        |
| PedCir Thru Yel     |          |       |          | _        | 1     |          | 1  | $\vdash$   | Page      | #    |  | V 44   | -     |                  | 1000     |        |          | - (19)        | Va a         |          | 15.00   | (Teri     | N P     |               |           | -     |        | 3   | Red Rever   |   | 3            |        |
|                     |          |       | -        |          |       | -        | 1-   | -  | 1         |      | 1 0 0  | haen   | Timo  | s/Onti           | ons; F   | atter  | ns/Snl   | its: F        | Sing 9       | Startu   | n: Co   | ord/FI    | ash M   | /lode         | Unit F    | Paran | 1      |     | MCE Time    |   | 0            |        |
| Skip Red No Call    | _        |       |          |          |       |          | -  | 1  | 1A&1      | IR.  | 16.5   | hace   | Timo  | orOpti<br>e/On#i | ons; F   | attor  | ne/Qnl   | ite: C        | ling C       | Startu   | p. Co   | ord/F     | ash N   | Ande:         | Unit F    | Daran | 1      |     | Feature Pr  |   | 0            |        |
| Red Rest            |          |       | _        |          | -     | -        | -  |  | 2         |      |  |        |       |                  |          |        |          |               |              |          |         |           |         |               |           |       |        |     | Free Ring   |   | 1            |        |
| Max II              | !        |       |          | -        |       | -        |  | -  | 3         |      | Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)  Detection; Sample Time and Unit Parameters related to detection |        |       |                  |          |        |          |               |              |          |         |           |         |               | Auxswitch |       | STOPTM |     |             |   |              |        |
| Call Phase          |          |       | _        |          |       | -        | -  |  |           |      | Preemption and Alternate Phase Time and Phase Options  |        |       |                  |          |        |          |               |              |          |         |           |         | ¢.            | SDLC Ret  |       | 0      |     |             |   |              |        |
| Conflicting Phase   |          |       | -        |          | _     | -        | -  | -  | 4         |      | Annual Schedule  |        |       |                  |          |        |          |               |              |          |         |           |         | TS2 Det F     | ,         | ON    |        |     |             |   |              |        |
| Omit Yellow         |          |       | _        |          | - Age | _        | -  |  | 5         |      |  |        |       |                  | blas: f  | ^^~    | 1 A IL T | oblo          | /ual-        | 100.11   | ariad I | nu tim    | م مؤ ما | 21/1          |           |       |        |     | Auto Ped (  |   | OFF          |        |
| Ped Delay           |          |       |          |          |       |          |  | -  | 6         |      |  |        |       |                  | bles; (  |        |          |               | · (vait      | JES V    | alieu l | uy (IIII) | c-ul-0  | ay)           |           |       |        |     | SDLC Ret    |   | 0            |        |
| Grn/Ped Delay       |          |       |          | _        |       | <u></u>  | <u></u>  |  | 7         |      |  |        |       |                  | ecutiry; |        |          |               | יסים         | AD 4     | tc F    | laak:     | CIO:    | Mine          | I lake f  | 2012  |        |     | 07/30/      | 7                                       | Pag          | ۵.1    |
| 790                 | Cro      | ton ' | Trair    | Sta      | tion  | LQ(      | CAL  |  | 8         |      | _Misc  | 2 - Ev | ents/ | Narms            | ; Call/  | innibi | vked.    | ıreçt;        | P/Ul         | _AYA     | NUTO F  | iasn;     | UIU,    | IVISC         | Unit F    | -aram | 1      |     | 0/130       | 41                                      | ray          | e 1    |

| rlan  | 1-16 Program Pa       | nms            | & Pa        | rm+ f         | 1.5.2.1 | I) [1.3 | 5.2.2   |          |          |             |         |        |         |               |          |               |               |          |               | _       |              |               |  |            |       |               | sition        |               |          |               |  |  |         | -  |        |                   | _          |
|-------|-----------------------|----------------|-------------|---------------|---------|---------|---------|----------|----------|-------------|---------|--------|---------|---------------|----------|---------------|---------------|----------|---------------|---------|--------------|---------------|--|------------|-------|---------------|---------------|---------------|----------|---------------|--|--|---------|--|--------|-------------------|------------|
|       | ap Conflict Lock      | OF             | F           | Overla        | o Lock  | Inhibit |         | )FF      | F        | arent Ph Ck | earand  | ze T   | OF      | F             | Extr     | ra Incl       | uded P        | h        | ON            |         |              |               |  | P          | at# S | Short         | Long          | Dwell         | No       | Shor          | way Ø  | E-Yld  | Offset  | RetHi  | 1 Floa | t Min Veh Pe      | erm Min Pe |
| J-018 | Included Ø            | 5              | _           | 1             | 1       | T       |         | T        |          | NORMAL      | Т       |        | sed Ø   |               |          | П             | $\neg$        |          |               |         |              | Туре          | NORMAL   | ]. Г       | 1     | 12            | 22            |               |          |               |  |  | EndGRN  | On   | 1      |                   |            |
| 1     | Modifier Ø            | -              | -           | +             | +       | +-      | +       | +        | Gm       |             | 9       | Modif  |         |               | $\dashv$ | -             |               | $\top$   | $\dashv$      | $\top$  |              | Gm            |  |            | 2     | 12            | 22            |               |          | $\prod$       |  |  | EndGRN  | On   |        |                   | (          |
| 1     | Conflict Ø            |                | -           | +             | +       | +-      |         | +        | Yel      | 4           | ٦,      | Confl  |         |               | $\dashv$ |               | _             | $\dashv$ | $\dashv$      | 1       | $\vdash$     | Yel           | 3.5  | 4 1        | 3     | 12            | 22            |               |          |               |  |  | EndGRN  | On   |        |                   |            |
| A     | Conflict Olap         |                | $\dashv$    | -+            | +-      | +       | +       | +-       | Red      | 2           | ٦,      |        | ict Ola | ,             |          | _             | $\dashv$      | $\top$   | 1             | $\top$  |              | Red           | 1.5  |            | 4     | 12            | 22            |               |          |               |  |  | EndGRN  | On   |        |                   |            |
| ^     | Conflict Ped          |                | -           | +             | +       | +       | +-      | +        | LG       | _           | - i     | _      | ict Ped | $\rightarrow$ |          | $\dashv$      | $\neg$        |          |               | $\top$  |              | LG            |  |            | 5     | 12            | 22            |               |          | $\top$        | i –  |  | EndGRN  | T  | T      |                   |            |
|       |                       |                | +           |               |         | +       | +-      | -        |          | NORMAL      |         |        | led Ø   |               | $\dashv$ |               |               | _        |               | 1       | 1            |               | NORMAL   | 1          | 6     | 12            | 22            |               | 8        |               |  |  | EndGRN  |  |        |                   | - 3        |
| 2     | Included Ø            | <del>-  </del> |             | +             | +       | ╫       | +       | +        | Gm       | HORMAL      | 10      | Modif  |         |               | -+       | $\dashv$      | $\neg$        | $\dashv$ | _             |         |              | Gm            |  | -          | 7     | 12            | 22            |               | 8        | $\top$        | 1  |  | EndGRN  |  |        |                   |            |
| 2     | Modifier Ø Conflict Ø | -              | -           | $\rightarrow$ | +       | +       | +       | +-       | Yel      | 3.5         | ٦.٠     | Confl  |         |               | $\dashv$ | - 1           | $\top$        | $\neg$   |               | 1       |              | Yel           | 3.5  | 1          | 8     | 12            | 22            |               | _        | $\neg$        | 1  |  | EndGRN  |  | 1      |                   |            |
|       | Conflict Olap         | ┝╌┤            | -           | +             | +       | +       | +       | +-       | Red      | 1.5         | ٠,      | Confi  |         | 2             | $\dashv$ | _             | $\dashv$      | -        | $\top$        | 1       |              | Red           | 1.5  | - I        | 9     | 12            | 22            |               |          | $\top$        |  |  | EndGRN  |  | 1      |                   |            |
| В     |                       |                |             | +             | -       | +       | +       | +-       | LG       | 1.0         | Ť       |        | ict Ped | $\rightarrow$ |          |               | $\dashv$      | $\dashv$ |               | +       |              | LG            |  |            | 10    | 12            | 22            |               |          | $\top$        |  |  | EndGRN  |  |        |                   |            |
|       | Conflict Ped          |                |             | -             | -       | +-      | +-      | +        |          | MODREAL     | +       |        |         |               | -        | +             | -             |          |               | +       | +            |               | NORMAL   | < ⊢        | 11    | 12            | 22            |               |          | $\top$        |  |  | EndGRN  |  | 1      |                   |            |
|       | Included Ø            | $\vdash$       |             |               |         | +       | +       | +        |          | NORMAL      | ۱.,     |        | led Ø   |               | -+       | -             | +             | -        |               | +       | +            | Gm            | HOTHING  | 4 -        | 12    | 12            | 22            |               |          | +             |  |  | EndGRN  | <del>                                     </del> | 1      |                   | -          |
| 3     | Modifier Ø            | $\vdash$       | _           |               | +       | -       | +       | +        | Gm       | 2.5         | - 11    | Modif  |         |               |          |               | +             | +        | +             | +       | +            | Yel           | 3.5  |            | 13    | 12            | 22            | $\overline{}$ |          | +             | <del> </del>                                     |  | EndGRN  |  | +-     | 1                 | -          |
|       | Conflict Ø            | Ш              | _           | -             |         | +       | +       | -        | Yel      | 3.5         |         | Confl  |         | -             | -        | $\dashv$      | +             |          | -             | +       | +            | Red           | 1.5  | 1 1-       | 14    | 12            | 22            |               | +        | +             | -  | -  | EndGRN  |  | +      |                   | _          |
| С     | Conflict Olap         | $\Box$         | _           | $\perp$       | -       | -       | +       | -        | Red      | 1.5         | K       | _      | ict Ola | $\rightarrow$ |          | -             | +             | +        |               | +       | +            | _             | 1.5  | -          |       | $\overline{}$ | $\rightarrow$ | _             | -        | +             | <del> </del>                                     | <del>                                     </del> | EndGRN  |  | +-     | 1                 | _          |
|       | Conflict Ped          |                |             |               | _       |         |         | -        | LG       |             | -       |        | ict Ped |               | 4        | _             | -             | 4        |               | -       | -            | LG            | WODAL  | ( <u> </u> | 15    | 12            | 22            |               | -        | +             | -  |  |         |  | +      | +                 |            |
|       | Included Ø            |                |             |               |         |         | $\perp$ |          |          | NORMAL      |         |        | led Ø   |               | _        |               | _             | 4        | $\perp$       | -       |              |               | NORMAL   |            | 16    | 12            | 22            |               | $\vdash$ | +             | -  | -  | EndGRN  | -  |        | 1                 | -          |
| 4     | Modifier Ø            |                |             |               |         |         |         |          | Gm       |             | 12      | Modi   |         |               |          | _             | _             | 1        | $\perp$       | $\perp$ | -            | Gm            |  |            | 17    | 12            | 22            |               | $\vdash$ | +             | -  | -  | EndGRN  |  | -      |                   | -          |
|       | Conflict Ø            |                |             | T             |         |         |         |          | Yel      | 3.5         |         | Confl  |         |               |          |               |               | $\perp$  |               | $\perp$ | $\vdash$     | Yel           | 3.5  | -          | 18    | 12            | 22            |               | _        | +             | 1  |  | EndGRN  | -  | +      | -                 |            |
| D     | Conflict Olap         |                |             |               |         | $I^{T}$ |         |          | Red      | 1.5         | L       | Confl  | ict Ola | р             |          |               |               |          |               |         | $\perp$      | Red           | 1.5  | 1 1-       | 19    | 12            | 22            |               | $\perp$  | +             | -  | -  | EndGRN  | -  | -      | 1                 | -          |
|       | Conflict Ped          |                |             |               |         |         | $\prod$ |          | LG       |             |         | Confl  | ict Ped |               |          |               |               |          |               |         |              | LG            |  | < I        | 20    | 12            | 22            |               | <u> </u> |               |  | <u> </u>   | EndGRN  |  | -      |                   |            |
|       | Included Ø            |                |             |               |         |         |         |          | Туре     | NORMAL      |         | Includ | sed Ø   |               |          |               |               |          |               |         |              |               | NORMAL   | -          | 21    | 12            | 22            |               |          | $\perp$       |  |  | EndGRN  | <u> </u>   | _      |                   |            |
| 5     | Modifier Ø            | $\Box$         |             | $\neg$        | 1-      | $\top$  | $\top$  |          | Gm       |             | 13      | Modi   |         |               |          |               |               |          |               |         | $L^{T}$      | Gm            |  |            | 22    | 12            | 22            |               |          |               |  |  | EndGRN  |  |        |                   |            |
|       | Conflict Ø            |                |             | $\dashv$      | $\top$  | 1       |         | $\top$   | Yel      | 3.5         |         | Confl  |         |               |          |               | $\neg$        |          |               |         |              | Yel           | 3.5  |            | 23_   | 12            | 22            |               |          |               |  |  | EndGRN  |  |        |                   |            |
| E     | Conflict Olap         | Н              |             | $\neg$        |         | +       | 1       | 1        | Red      | 1.5         | м       | Confl  | ict Ola | p             |          | $\Box$        |               | $\neg$   |               | $\top$  | $\top$       | Red           | 1.5  | 1 🗀        | 24    | 12            | 22            |               |          |               |  |  | EndGRN  |  |        |                   |            |
| _     | Conflict Ped          | Н              | $\neg$      | $\neg$        |         | +-      | 1       | $\top$   | LG       |             | 7       | Confl  | ict Ped |               | 一        |               |               |          | $\neg \vdash$ | $\top$  |              | LG            |  | 1 [        | 25    |               |               |               |          | Т             |  |  | BegGRN  |  |        |                   |            |
|       | Included Ø            |                | -           |               |         | ╁       |         | 1        |          | NORMAL      | 7       | _      | led Ø   |               | $\neg$   |               |               |          |               |         |              | Туре          | NORMAL   | וֹן וֹן    | 26    | $\neg$        | T             |               |          | $\top$        |  |  | BegGRN  | $\sqcap$   | Т      | 1                 |            |
| 6     | Modifier Ø            | Н              | -           | -             | +       | +       | +       | +-       | Gm       |             | 14      | Modi   | _       |               | _        | $\dashv$      | _             | $\dashv$ | $\top$        | +       | 1            | Gm            |  |            | 27    |               |               |               |          | $\neg \vdash$ |  | i  | BegGRN  |  | $\top$ |                   |            |
| 0     | Conflict Ø            | $\vdash$       | -           | -             | +       | +       | +       | +        | Yel      | 3.5         | ⊣ ՝ ՝   | Confl  |         |               |          | -             | +             | $\neg$   | $\top$        | +       |              | Yel           | 3.5  | -          | 28    | T             |               |               | $\neg$   | $\top$        |  |  | BegGRN  |  |        |                   |            |
| F     | Conflict Olap         | ┝╼┥            |             | $\dashv$      | -       | +-      | +       | +        | Red      | 1.5         | - N     | Confl  |         | 0             | -        | _             | 1             |          | $\top$        | +       |              | Red           | 1.5  |            | 29    |               |               |               |          | $\top$        |  |  | BegGRN  |  |        |                   |            |
| -     |                       | Н              |             | -             | +-      | +       | +       | +        | LG       | 1.0         | -  '`   |        | ict Ped |               | -        | _             | -             | -        | -             | +       | +            | LG            |  |            | 30    |               |               |               | $\neg$   | +             |  |  | BegGRN  |  | +      |                   |            |
|       | Conflict Ped          | -              | <del></del> | _             |         | +       | +-      | ╫        |          | NORMAL      | -       | 4      | ded Ø   |               | -        | -             |               |          |               | -       | +-           |               | NORMAL   | -          | 31    | $\neg$        |               |               |          | 1             |  | 1  | BegGRN  |  | 1      |                   |            |
|       | Included Ø            |                | $\dashv$    | -             |         | +-      | +       | +        |          | NURMAL      | ۱.,     | Modi   |         |               | -        | -             | $\rightarrow$ | +        | +             | +       | +            | Gm            | 101010   |            | 32    |               |               |               | -        | +             |  | -  | BegGRN  |  | +      | 1                 |            |
| 7     | Modifier Ø            |                |             | -             | +       | +       | -       | +        | Gm       |             | 115     | -      |         |               | $\dashv$ |               | +             | +        | +             | +       | +-           | Yel           | 3.5  |            | 33    | $\neg$        |               |               | -        | +             | <del>                                     </del> | _  | BegGRN  |  | +      | -                 | _          |
|       | Conflict Ø            |                |             | _             | +       | +       | +-      | +        | Yel      | 3.5         | ┨       | Confl  |         |               |          | $\rightarrow$ | +             | +        | +             | +-      | ╁            | Red           | 1.5  | - I        | 34    | -             |               |               | -        | +             | _  | <del>                                     </del> | BegGRN  |  | +      |                   |            |
| G     | Conflict Olap         | Щ              | _           |               | -       | _       | +       | ┼        | Red      | 1.5         | 10      | Conf   |         | <del></del>   | -        | $\rightarrow$ | $\dashv$      | -        | -             | +       | +            |               | 1,3  |            | _     | $\dashv$      |               |               |          | +             | -  | ┼──  | BegGRN  |  | +-     | +                 | _          |
|       | Conflict Ped          |                |             |               |         | _ _     |         | <u> </u> | LG       |             |         | *      | ict Ped | _             |          | <b>-</b>      | _             | -        | _             | -       | <del> </del> | LG            | <br>   | · —        | 35    |               | -             |               | $\vdash$ | +             | -  | <del> </del>                                     |         | -  | -      | -                 | -          |
|       | Included Ø            | Ш              |             |               |         | $\bot$  | $\perp$ | 1        | _        | NORMAL      | 4       | -      | led Ø   |               | _        | _             | $\dashv$      | +        | -             | -       | +            | $\overline{}$ | NORMAL   |            | 36    | -             |               |               | $\vdash$ | +             | -  | -  | BegGRN  | +  | +-     | +                 | -          |
| 8     | Modifier Ø            |                |             |               |         |         | $\perp$ | 1        | Gm       |             | _ 1€    | Modi   |         |               |          | _             | $\rightarrow$ | 4        | $\perp$       | -       | -            | Gm            |  |            | 37    |               |               |               |          | +             | -  | -  | BegGRN  | -  | -      | -                 | +          |
|       | Conflict Ø            |                |             |               |         |         |         |          | Yel      | 3.5         | 4       | Conf   |         |               |          | ]             |               | 4        | $\perp$       | +       | 1_           | Yel           | 3.5  |            | 38    |               |               |               | $\vdash$ | +             | -  |  | BegGRN  | -  | -      | -                 | +          |
| Н     | Conflict Olap         |                |             | T             |         |         |         |          | Red      | 1.5         | P       | Conf   |         | _             |          |               |               | _        |               | $\bot$  | _            | Red           | 1.5  | - ⊢        | 39    |               | $\Box$        |               |          | +             |  | <del></del>                                      | BegGRN  | -  | 1      | -                 |            |
|       | Conflict Ped          |                |             | T             |         |         |         |          | LG       |             |         | Confi  | ict Ped |               |          |               |               |          |               |         |              | LG            | <u> </u>   | -          | 40    |               |               |               | $\vdash$ |               | -  | -  | BegGRN  | -  | -      | -                 | -          |
| nne   | el Settings [1        | 8.1]           |             |               |         |         |         |          | <u> </u> |             |         |        | -       |               | 1        | •             |               |          |               |         |              | ,             |  | -          | 41    |               |               |               | $\sqcup$ | _             | -  | -  | BegGRN  | -  | -      | -                 | +          |
|       | annel ->>             |                | 2           | 3             | 4       | 6       | 7       | 8        | 9        | 10          | 11      | 12     | 13      | 14            | 15       | 16            | 17            | 18       | 19 2          | 0 21    | 22           | 23            | 24   | <b>-</b>   | 42    |               |               |               |          |               |  | <u> </u>   | BegGRN  | _  | 1      | ļ                 |            |
|       | Olap#                 | П              | 5           | 7             | 6       | 5       | 7       | 8        | 8        |             | T       | 5      | 6       | 7             | 6        | 1             | T             |          |               |         |              |               |  | ] [7       | 43    |               |               |               |          |               |  |  | BegGRN  |  |        |                   |            |
|       | l Type                | VEH            |             |               |         |         |         |          | VEH      | VEH         |         | H PED  |         |               |          |               |               |          |               |         |              | VEH.          |  |            | 44    |               |               |               |          |               |  |  | BegGRN  |  |        |                   |            |
|       | I Flash               |                |             |               |         |         |         |          | RED      |             |         |        |         |               |          |               |               |          |               |         |              | DRK           |  |            | 45    |               |               |               |          |               |  |  | BegGRN  |  |        |                   |            |
| ız    |                       |                |             |               |         |         | 1       | 1        |          |             |         | -      |         |               | -        | -             |               |          | $\neg$        | $\neg$  | 1            |               |  |            | 46    |               |               |               |          |               |  |  | BegGRN  |  |        |                   |            |
|       | el+ Settings [        | 1.8.4          | li l        |               | -       |         | _       |          |          |             |         |        |         |               |          |               |               |          |               |         |              |               |  |            | 47    |               |               |               |          |               |  |  | BegGRN  |  |        |                   |            |
|       | ennel ->>             |                |             | 3             | 4 5     | 6       | 7       | 8        | 9        | 10          | 11      | 12     | 13      | 14            | 15       | 16            | 17            | 18       | 19 2          | 0 21    | 22           | 23            | 24   | ]   [-     | 48    |               |               |               |          | $\neg \vdash$ | T-   |  | BegGRN  |  |        |                   |            |
|       |                       | H              | اخما        | <del></del>   | + + -   | 1 8     | +       | T        |          |             | 1       | 1      |         |               |          | -             | +             | 1        | 1             | 1       | <del> </del> | T             |  | _          | _     | nel P         | aram          | s[1.8         | .31      |               |  |  |         |  |        |                   |            |
| h R   |                       |                |             |               | +       | +       | +       | +        | -        |             | +-      | +      |         | $\vdash$      |          | $\dashv$      | $\rightarrow$ | +        | -             | +-      | +            |               | <del>                                     </del> | 1 Ĭ        |       |               | ) Mod         | _             | -        | R             | Single   | BIUMs  | SINGLE  |  | Inve   | rt Rail Inpu      | it OFF     |
|       | ellow+                |                |             | _             | _       | 1       |         | $\vdash$ | ₩        |             | +       | -      |         |               | _        |               | -             | $\dashv$ |               | +       | +            | -             |  | -          | ,     | 0110          | , IVIUU       | ~             | USE      | .13           | Unigie   | 7.0 IAIC   | 4 SHACE |  | 11140  | er i zwii ir ilet | . 011      |
| sh G  | reen+                 |                |             |               |         |         |         |          |          |             | $\perp$ |        |         |               | $ \bot $ |               |               |          |               | 4_      | 1            | -             |  | 4          |       |               |               |               |          |               |  |  |         |  |        |                   |            |
| h In  | h Red+                |                |             |               | T       | I       |         |          |          |             |         |        |         |               |          |               |               |          |               |         |              |               |  |            |       |               |               |               |          |               |  |  |         |  |        |                   |            |
| p Ov  | /rd                   |                |             |               |         | 1       |         |          |          |             | T       |        |         |               | $\neg$   |               | T             | T        |               | 1       |              |               | 1  |            |       |               |               |               |          |               |  |  |         |  |        |                   |            |
| ~ "   | 790 Crc               |                |             |               |         |         |         |          |          |             |         | _      |         |               | _        |               |               |          | 07/3          |         |              |               | age 2  | -          |       |               |               |               |          |               |  |  |         |  |        |                   |            |

| Veh Par  | 1-64     | 1 [5.1    | 1]    |          |          |  |              |               | _             | Veh P    | ar 1-6   | 64 [5.       | 1]       |          |          |              |     |          |              | Vehi     | cle O | otion | s 1-6        | 4 [5.2]     |    |          |              |              |          | le Op    |               |               |                  |          |   |                 |          | Param    |          |          |               |           |               |       | _             |
|----------|----------|-----------|-------|----------|----------|--|--------------|---------------|---------------|----------|----------|--------------|----------|----------|----------|--------------|-----|----------|--------------|----------|-------|-------|--------------|-------------|----|----------|--------------|--------------|----------|----------|---------------|---------------|------------------|----------|---|-----------------|----------|----------|----------|----------|---------------|-----------|---------------|-------|---------------|
| Det      |          |           |       | Ext      | Que      | No<br>Act  | Ma<br>Pre    |               | Fail<br>Time  | Det<br># | Call     | Swi          | Dlay     | Ext      | Que      | No<br>Act    | Max | Em       | Fail<br>Time | Det<br># | Call  | Ext   | Que          | Add<br>Init |    |          | occ          | vol          | Det<br># | Call     | Ext           | Que A         | Add I<br>ddlni t |          |   |                 | vol      | Det<br># | oc<br>G  | OC I     | oc<br>R       | Dlay<br>1 | Dlay<br>2     | Type  | Src           |
| 1 1      | Q        |           |       |          |          | ACL  |              |               | 2             | 33       | T        | 1            |          |          |          | 7,00         | 45  |          | · · · · · ·  | 1        | On    | On    | İ            | On          | -  |          | Ī            | İ            | 33       | On       | On            |               | On               |          |   |                 | Ī        | 1        |          |          |               |           |               | NORM  |               |
| 2        | 5        | Н         |       | $\vdash$ |          | _  | 45           | $\overline{}$ |               | 34       | 1        | $\top$       |          |          |          |              | 45  | 50       |              | 2        | On    | On    |              | On          |    |          |              |              | 34       | On       | On            |               | On               |          |   |                 |          | 2        |          |          |               |           |               | NORM  |               |
| 3        |          |           |       |          |          | T  | 45           |               |               | 35       |          |              |          |          |          |              | 45  | 50       |              | 3        | On    | On    |              | On          |    |          |              |              | 35       | On       | On            | -             | On               |          |   |                 | _        | 3        |          | Ш        |               |           |               | NORM  | _             |
| 4        |          |           |       |          | П        |  | 45           | 50            | 2             | 36       |          |              |          |          |          |              | 45  | 50       |              | 4        | On    | On    |              | On          |    |          |              |              | 36       | _        | On            | _             | On               |          |   | Ш               | _        | 4        |          | Ш        |               |           |               | NORM  | _             |
| 5        | 6        |           |       |          |          | 1  | 45           | 50            | 15            | 37       |          |              |          |          |          |              | 45  | _        |              | 5        | On    | -     |              | On          |    |          |              | <u> </u>     | 37       | On       | $\overline{}$ | -             | On               | _        |   |                 | 4        | 5        |          | Ш        |               |           |               | NORM  | —             |
| 6        | 5        |           |       |          |          |  | 45           | 50            | 20            | 38       | <u> </u> |              |          |          |          |              | 45  | _        |              | 6        | On    | -     | $\leftarrow$ | On          |    |          |              | <u> </u>     | 38       | On       | =             | -             | On               | _        |   |                 | _        | 6        |          | Ш        |               | $\Box$    |               | NORM  |               |
| 7        | 7        |           | 3     |          |          |  | 45           | 50            | 20            | 39       | _        |              |          |          |          |              | 45  |          |              | 7        | On    | _     | -            | On          |    | ļ        | ╙            | <u> </u>     | 39       | On       |               | -             | On               |          |   | Ш               | 4        | 7        | ļ        |          |               | $\dashv$  |               | NORM  | _             |
| - 8      | 5        | 8         | 2     |          |          |  | 45           |               |               | 40       |          |              | <u> </u> | <u> </u> |          |              | 45  | _        |              | 8        | On    |       | _            | On          |    | <u> </u> | ⊢            | ├            | 40       | On       | -             | -             | On               |          |   | Н               | -        | 8        |          | Ш        |               | $\dashv$  |               | NORM  | _             |
| 9        |          |           |       | _        | L        |  | 45           |               |               | 41       |          | <u> </u>     | _        | <u> </u> |          |              | 45  | _        |              | 9        | On    | _     | ₩            | On          |    | _        | ⊢            | ┡            | 41       | On       | -             | -             | On               | -        |   | $\vdash \vdash$ |          | 9        | -        | Н        |               |           |               | NORM  | _             |
| 10       | Ш        |           |       |          |          | <u> </u>   | 45           | $\rightarrow$ | +             | 42       | 1        | <del> </del> |          | <u> </u> | ļ.—      |              | 45  | _        | ļ            | 10       | On    | _     | <del>-</del> | On          |    | <u> </u> |              | <del> </del> | 42       | On       | $\overline{}$ | h             | On               | -        |   | $\vdash$        | $\dashv$ | 10       |          | Н        |               |           |               | NORM  |               |
| 11       |          |           |       | _        |          | ļ  | 45           | _             | _             | 43       | _        | 1            |          | ļ        | <u> </u> |              | 45  | _        |              | 11       | On    |       | -            | On          |    |          | <del> </del> | ₩            | 43       | On       |               | -             | On               | -        |   | $\vdash \vdash$ | $\dashv$ | 11       |          | $\vdash$ |               |           |               | NORM  | _             |
| 12       | 5        |           |       |          |          | <u> </u>   | 45           | _             | _             | 44       | 1        | ╀            | L        | ļ        | ļ        |              | 45  | _        |              | 12       | On    | -     | -            | On          |    | _        |              | ├            | 44       | On       | $\overline{}$ |               | On               | -        | _ | $\vdash \vdash$ | +        | 12       | -        | Н        | $\dashv$      | $\dashv$  |               |       | _             |
| 13       |          |           |       | _        | <u> </u> |  | 45           | _             | _             | 45       |          | -            | -        | -        | _        | -            | 45  | _        |              | 13       | On    | _     | $\vdash$     | On          |    | $\vdash$ | $\vdash$     | -            | 45       | On       | On            | -             | On               | $\dashv$ |   | $\vdash$        | -        | 13       |          | $\vdash$ | $\dashv$      |           |               | NORM  |               |
| 14       |          | Ш         |       |          | <u> </u> | -  | 45           | $\rightarrow$ | +             | 46       | -        | +            | -        | -        | -        | -            | 45  | -        | <u> </u>     | 14       | On    | _     | $\vdash$     | On          | _  | $\vdash$ | $\vdash$     | -            | 46       | On       | On<br>On      | -             | On On            | $\dashv$ |   | $\vdash\vdash$  | $\dashv$ | 15       | -        | Н        | $\dashv$      | $\dashv$  |               | NORM  | _             |
| 15       | 6        |           |       | <u> </u> | _        | ₩  | 45           | _             |               | 47       | -        | -            | $\vdash$ | -        | -        | -            | 45  |          | _            | 15       | On    | _     | -            | On          | _  | $\vdash$ | $\vdash$     | -            | 48       | On       | -             | $\overline{}$ | On               | +        |   | H               |          | 16       |          | Н        | $\rightarrow$ | $\dashv$  | $\dashv$      | NORM  | _             |
| 16       | 5        |           |       | _        | L        | ┡  | 45           | $\overline{}$ | -             | 48       |          | +-           | H        | -        | -        | -            | 45  |          |              | 16       | -     |       | -            |             |    |          | $\vdash$     | -            | 49       | -        | On            | _             | On               |          |   |                 | +        | 17       | $\vdash$ | Н        |               |           |               | NORM  | $\overline{}$ |
| 17       |          |           |       | _        | _        | ļ.,  | 45           | _             | _             | 49       | -        | -            | -        |          | -        |              | 45  | 50<br>50 |              | 17       | On    | _     |              | On          |    | $\vdash$ | ┢            | $\vdash$     | 50       | -        | On            | _             | On               | -        |   | Н               | -        | 18       | -        | Н        |               | -         | -             | NORM  |               |
| 18       | 8        | Ш         | 10    | _        | ⊢        | -  | 45           | _             | _             | 50       | -        | +            | $\vdash$ | -        | -        | -            | 45  | _        |              | 19       | On    | _     | $\vdash$     | On          |    | $\vdash$ | Н            |              | 51       | On       | -             | -             | On               | $\dashv$ |   | H               | -        | 19       | $\vdash$ |          |               |           | $\dashv$      | NORM  |               |
| 19       | 8        |           | 3     |          | -        | ₩  | 45           |               |               |          | +        | +            | -        | -        | 1        | -            | 45  | -        |              | 20       | On    | _     | -            | On          |    | ┢        | Н            | -            | 52       | -        | On            | _             | On               |          |   | $\vdash$        | -        | 20       | $\vdash$ |          | $\dashv$      | _         |               | NORM  |               |
| 20       | 8        | Н         | -3    | ⊢        |          | $\vdash$   | 45           | _             | _             | 52<br>53 | +        | ╫            | Н        |          |          | $\vdash$     | 45  | -        |              | 21       | On    | _     | $\vdash$     | On          | _  | $\vdash$ | Н            |              | 53       | On       |               | _             | On               | _        |   |                 | -        | 21       |          | Н        | $\dashv$      |           |               | NORM  |               |
| 21       | -        | Н         |       | _        |          | -  | 45           |               |               | 54       | +        |              | -        | $\vdash$ |          | $\vdash$     | 45  | _        |              | 22       | On    |       | 1-           | On          |    | -        | -            | $\vdash$     | 54       | -        | On            | -             | On               | $\dashv$ | _ | $\vdash$        |          | 22       | $\vdash$ | Н        |               |           |               | NORM  | _             |
| 22<br>23 | $\vdash$ | $\vdash$  | _     |          | $\vdash$ | $\vdash$   | 45           |               | _             | 55       | +        | +-           | $\vdash$ | $\vdash$ | -        | -            | 45  | _        |              | 23       | On    | _     | -            | On          |    |          |              |              | 55       | _        | On            | -             | On               | 寸        |   | Н               | _        | 23       |          | П        |               |           | $\neg$        | NORM  |               |
| 24       | -        | $\vdash$  |       |          |          | ┼  | 45           |               | _             | 56       | +-       | +            |          | -        | $\vdash$ | 1            | 45  | -        | -            | 24       | On    | _     | -            | On          |    |          | Т            |              | 56       |          | On            | _             | On               | 一        |   | $\Box$          | $\neg$   | 24       |          | П        | $\neg$        | $\neg$    | $\neg$        | NORM  |               |
| 25       | -        | Н         | _     |          | $\vdash$ | $\vdash$   | 45           | $\rightarrow$ |               | 57       | +        | +            |          | $\vdash$ |          |              | 45  |          |              | 25       | On    |       | $\vdash$     | On          |    | _        | Т            |              | 57       | On       | On            | -             | On               | $\dashv$ |   | П               | ┪        | 25       |          | П        |               |           | $\neg$        | NORM  | $\overline{}$ |
| 26       | -        | Н         |       |          |          | <del>                                     </del> | 45           | $\overline{}$ | _             | 58       | +        | +            |          | ├        |          | $\vdash$     | 45  |          |              | 26       | On    | _     | $\top$       | On          |    |          | П            | $\vdash$     | 58       | On       | On            |               | On               |          |   | П               | $\neg$   | 26       |          | П        |               |           |               | NORM  | -             |
| 27       | $\vdash$ | Н         | _     |          |          | $\vdash$   | 45           |               | $\overline{}$ | 59       | 1        | $\top$       | $\vdash$ | $\vdash$ |          |              | 45  | _        |              | 27       | On    | On    | $\top$       | On          |    |          |              |              | 59       | On       | On            | П             | On               |          |   |                 | T        | 27       |          |          |               |           |               | NORM  |               |
| 28       |          |           |       |          |          | $\vdash$   | 45           | _             | -             | 60       |          | $\top$       |          |          |          | Т            | 45  | 50       |              | 28       | Qn    | On    |              | On          |    | П        | Г            |              | 60       | On       | On            |               | On               | П        |   |                 |          | 28       |          |          |               |           |               | NORM  |               |
| 29       | 8        |           | 20    |          |          | 1-   | 45           | _             |               | 61       |          | $\top$       |          | 1        |          | Т            | 45  | 50       |              | 29       | On    | On    |              | On          |    |          |              | l            | 61       | On       | Qn :          |               | On               |          |   |                 |          | 29       |          |          |               |           |               | NORM  | 8             |
| 30       | -        |           | *     |          |          |  | 45           |               |               | 62       | $\top$   | $\top$       | П        |          |          | П            | 45  | 50       |              | 30       | On    | On    | Τ            | On          |    |          | <u> </u>     | L            | 62       | On       | On            |               | On               |          |   | Ш               |          | 30       |          | Ш        |               |           |               | NORM  |               |
| 31       |          |           |       |          |          |  | 45           | 5 50          |               | 63       | $\top$   | $\top$       |          |          |          |              | 45  | 50       |              | 31       | On    | On    | Γ            | On          |    |          |              |              | 63       | On       | On -          |               | On               |          |   |                 | _        | 31       |          |          | Щ             |           |               | NORM  |               |
| 32       |          |           |       |          |          | 1  | 45           | 5 50          |               | 64       |          |              |          |          |          |              | 45  | 50       |              | 32       | On    | On    | <u> </u>     | On          |    |          | <u> </u>     |              | 64       | On       | On            | <u> </u>      | On               |          |   | Ш               |          | 32       | <u> </u> |          | $\perp$       |           | $_{\perp}$    | NORM  |               |
| Paramet  | erst     | 1-6       | 4 [5. | 3]       |          |  |              |               |               |          |          |              |          |          |          |              |     |          |              |          |       |       |              |             |    |          |              | Ped          | Det Pa   | irms [   | 5.4]          |               |                  |          |   |                 |          |          | Unit     | Para     | amte          | _         | $\overline{}$ |       |               |
| Det      | осс      | occ       | occ   | Dlay     | Diay     | Туре   | Sre          | c De          | l occ         | occ      | occ      | Dlay         | Dlay     | Ţ.       | ype      | Src          | Det |          | occ          | occ      | Dlay  | Dlay  | Туре         | Src         |    | Det      |              |              | Max      | Err      |               |               |                  |          |   |                 |          | Det Fau  |          |          |               |           | ON            |       |               |
| #        | 1        |           | Red   |          | 1        |  |              | #             |               | Yell     | Red      | 1 1          | 2        | <u> </u> | 1hc      |              | #_  | Gm       | Yell         | Red      | 1     | 2     |              |             |    | #        | Ø            | Act          | Pres     | Cnt      |               |               |                  |          |   |                 |          | Occ R    |          |          |               |           |               |       |               |
| 33       | П        |           |       |          |          | NOR  | 1            | 44            |               |          |          |              |          | NOR      | M        |              | 55  |          |              |          |       |       | NOR          |             |    | 1        | 5            |              | 15       |          |               |               |                  |          |   | Į               | _        | Vol/Occ  |          |          |               | _         | 0             |       |               |
| 34       |          |           |       |          |          | NOR  |              | 45            |               |          |          |              |          | NOR      | M        |              | 56  |          |              |          |       |       | NOR          |             |    | 2        | 6            |              | 15       |          |               |               |                  |          |   | l               |          | Vol/Occ  | : Perio  | od Mir   | nutes         | 5         | 15            |       |               |
| 35       |          |           |       |          |          | NOR  |              | 46            |               |          |          |              |          | NOR      | M        |              | 57  |          |              |          |       |       | NOR          |             |    | 3        | 7            |              | 15       | <u> </u> |               |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 36       |          |           |       |          |          | NOR  |              | 47            |               |          |          |              |          | NOR      |          |              | 58  |          |              |          |       |       | NOR          |             |    | 4        |              | $\vdash$     | 15       | ļ        |               |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 37       |          |           |       |          |          | NOR  |              | 48            |               |          |          |              |          | NOR      |          | $oxed{oxed}$ | 59  | <u> </u> |              |          | 1     |       | NOR          |             |    | 5        |              | <u> </u>     | 15       | ₩        |               |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 38       |          |           |       |          |          | NOR  |              | 49            |               |          |          |              |          | NOR      |          | _            | 60  | _        |              | <u> </u> | 1_    |       | NOR          |             |    | 6        | $\vdash$     | <u> </u>     | 15       | <u> </u> |               |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 39       |          |           |       |          |          | NOR  | -            | 50            |               | <u></u>  | _        | _            | 1        | NOR      | _        | <u>_</u>     | 61  | 1        |              | ļ        | _     |       | NOR          |             |    | 7        | <u> </u>     | -            | 15       | -        |               |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 40       |          |           |       |          |          | NOR  | $\leftarrow$ | 51            |               |          | _        | 1            |          | NOR      |          | <u> </u>     | 62  | -        |              | <u> </u> | -     |       | NOR          |             |    | 8        | L            |              | 15       | <u></u>  | l             |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 41       |          |           |       | _        | _        | NOR  |              | 52            |               | ļ        | 1_       | _            | $\vdash$ | NOR      |          | <u> </u>     | 63  | <u> </u> |              | <u> </u> | -     |       | NOR          |             |    |          |              |              |          |          |               |               |                  |          |   |                 |          |          |          |          |               |           |               |       |               |
| 42       | _        | $\square$ | _     |          |          | NOR  | +-           | 53            | -             |          | _        | 4            | _        | NOR      |          | 1_           | 64  |          | <u> </u>     | _        | 1_    | 1 -   | NOR          | بيا         |    |          |              |              |          |          |               |               |                  |          |   |                 |          |          |          | 710      | 10101         | 104       |               |       |               |
| 43       |          |           |       |          |          | NOR  | 3            | 54            |               | l        | 1        |              | 1        | NOR      | M        | 1            |     |          | 790          | Crot     | on Tr | ain S | Station      | LOC         | AL |          |              |              |          |          |               |               |                  |          |   |                 |          |          |          | 7/3      | 30/20         | JZ1       | ۲a            | ige 3 |               |

|               | Times [3.1     |           |           |          |         |     |              |          |  |              |        |  |     | Overla   | ipa r        | 10.0           | _            |                 |      |              |
|---------------|----------------|-----------|-----------|----------|---------|-----|--------------|----------|--|--------------|--------|--|-----|----------|--------------|----------------|--------------|-----------------|------|--------------|
| Pre#          | Enable         | Туре      | Output    |          | MinDura |     | _            | rack P   | nase   | \$           | Track  | Overla   | os_ | <u> </u> |              | Г              |              |                 |      |              |
| 1             | ON             | RAIL      | DWELL     | 1        |         | 1   | _            | +        | <u> </u>   |              |        | <del>                                     </del> |     |          | _            | $\vdash$       |              | $\vdash$        |      |              |
| 2             | ON             | RAIL      | DWELL     |          |         | 2   |              | _        | ļ  | _            |        |  |     | -        | <u> </u>     | <del>  -</del> | <del> </del> | $\vdash$        |      | $\vdash$     |
| 3             | ON             | EMERG     |           | <u> </u> |         | 3   | _            |          | <u> </u>   | _            | ļ      | Ш  |     |          | <u> </u>     | <u> </u>       | -            | $\vdash$        |      |              |
| 4 00          | ON             | EMERG     |           |          |         | 4   | _            |          | <u> </u>   |              |        |  |     |          | <u> </u>     | <u> </u>       | _            | $\vdash$        |      | $\vdash$     |
| 5             | ON             | EMERG     |           | 1        |         | 5   |              |          |  |              |        |  |     |          | <u> </u>     | <u> </u>       | <u> </u>     | $\vdash \vdash$ |      |              |
| 6             | ON             | EMERG     | -         |          |         | 6   |              |          | <u> </u>   |              |        | السيا  |     |          | L            | <u> </u>       |              | <u> </u>        |      |              |
| Pre#          | MaxPres        | MinGm     | MinWlk    | PedClr   |         |     |              | hase     | s [3.:   | <u>2] an</u> | id Ove | rlaps1   | [3. | 5]       |              |                |              |                 |      |              |
| 1 =           |                | 1         |           | 1        | ON      | Pre |              |          |  |              |        |  |     |          |              |                |              |                 |      | _            |
| 2             |                |           |           |          | ON      | 1   |              | hases    |  |              |        | Ш  |     |          | <u> </u>     | <u> </u>       | <u> </u>     | Ш               |      | igsquare     |
| 3             |                |           |           |          | ON      |     |              | Overlap  |  |              |        |  |     |          | <u> </u>     |                |              | Ш               |      |              |
| 4             |                | -         |           |          | ON      |     | F            | Peds     |  |              |        |  |     | 1        |              |                |              |                 |      | $oxed{oxed}$ |
| 5             |                | İ         |           | 1        | ON      | 2   | F            | hases    |  |              |        |  |     |          |              |                |              |                 |      |              |
| 6             |                |           |           |          | ON      |     | (            | Overlap  |  |              | Τ      |  |     |          |              |                |              |                 |      |              |
| Pre#          | Track Gm       | Min Dwell | Ext Dwell | PedClr+  | Yel     |     | F            | Peds     |  |              |        |  |     |          |              |                |              |                 |      |              |
| 1             |                | 2         |           |          |         | 3   | F            | hases    |  |              |        |  |     |          |              |                |              |                 |      |              |
| 2             |                | 2         |           | Ī        |         |     | (            | Overlap  |  |              |        |  |     |          |              |                |              | П               |      |              |
| 3             |                | 2         |           | i        |         |     | F            | eds      |  |              |        |  |     |          |              |                |              | П               |      |              |
| 4             |                | 2         |           | i        |         | 4   |              | hases    |  |              |        |  |     |          |              |                |              | П               |      |              |
| 5             |                | 2         |           | 1        |         |     | (            | Overlap  |  |              |        |  |     |          |              |                |              |                 |      |              |
| 6             |                | 2         |           | 1        |         |     |              | eds      | $\vdash$   |              |        |  |     |          |              |                |              |                 |      |              |
| Pre#          | Red            | Pattern   | Skip      | <u> </u> |         | 5   |              | hases    | İ  |              |        | $\Box$   |     |          |              |                |              |                 |      |              |
| 1             | TYÇG           | T. DUCKI  | OFF       |          |         | ľ   |              | Overlap  |  |              |        |  |     |          |              |                |              |                 |      |              |
| 2             |                |           | OFF       | 1        |         |     |              | Peds     |  |              |        |  |     |          |              |                |              | $\Box$          |      |              |
| 3             | <del>  -</del> |           | OFF       | 1        |         | 6   |              | hases    | <del>                                     </del> |              |        |  |     |          |              |                |              |                 |      |              |
| 4             |                |           | OFF       | ł        |         | ľ   |              | Overlap  | _  | $\vdash$     |        |  |     |          | $\vdash$     |                |              | Н               |      |              |
| 5             | +              |           | OFF       | 1        |         |     |              | eds      |  | _            |        |  |     |          | $\vdash$     |                |              | H               |      |              |
| 6             |                |           | OFF       |          |         |     | <del>-</del> | CUS      | !  |              | Preer  | nntior   | On  | tions+   | 13.6         | 1              | 1            |                 |      |              |
|               | / Preempts     |           | UFF       | J        |         | Evi | + Dh         | nases    | 3 21   |              |        | Lock   |     | Override |              |                | verri        | de I            | Flsh |              |
|               |                |           | Max       | 1        |         |     |              | Exit Ph  |  |              | 116 "  |  |     | Auto Fls |              |                | Highe        |                 |      | Link         |
| Pre#          | Type           | Min       | Max       | ł        |         | 1   | _            | ZAIL FII | ase  | _            | 1      | ON   |     | ON       |              |                | ON           |                 | OFF  | Cilik        |
| 7             | OFF            |           |           | -        |         |     |              | _        |  |              | 2      | ON   |     | ON       | $\vdash$     |                | ON           |                 | OFF  |              |
| 8             | OFF            |           |           | 1        |         | 2   | -            | -        |  | <del></del>  | 3      | ON   | _   | ON       | <del> </del> |                | ON           | $\vdash$        | OFF  |              |
| 9             | OFF            |           |           | -        |         | 3   |              | +        |  | -            | -      | ON   |     | ON       | $\vdash$     | -              | ON           | ╢               | OFF  | -            |
| 10            | OFF            |           |           | ]        |         | 4   |              | -        | _  | _            | 4      | -  |     |          | $\vdash$     |                |              | ┦               |      | -            |
|               |                |           |           |          |         | 5   |              | -        | _  | <u> </u>     | 5      | ON   |     | ON       | <u> </u>     |                | ON           | $\vdash$        | OFF  |              |
|               | eters [1.2.1]  |           |           | 1        |         | 6   |              |          |  |              | 6      | ON   |     | ON       |              | 1              | ON           |                 | OFF  |              |
|               | ver Preempt    |           | OFF       | 1        |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |
| eempt or Ex   |                |           | PRE       | 1        |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |
| ax Seek Tra   | ick Time       |           |           | ]        |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |
| ax Seek Dw    | ell Time       |           |           |          |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |
| hannel Pa     | rameters (1    | .8.3]     |           |          |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |
| Conn Mapp     |                |           | NONE      | ]        |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |
| ro Invort Pai |                |           | OFF       | 1        |         |     |              |          |  |              |        |  |     |          |              |                |              |                 |      |              |

OFF

Pre Invert Rail Input

| -      | 0.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1        | Day of Week Date     |   | Day Link         |
|--------|--|----------------------|---|------------------|
| Annual | Schedule [4.3] Month of Year                   | Day of Week Date     | 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 3  | 29 30 31 Plan To |
| 1 1    | J F M A M J J A S O N D                        |                      | 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 3 1 On On On On On On On On On On On On On |                  |
| 1      | On On On On On On On On On On On               |                      |   | 29 30 31         |
| 2      | J F M A M J J A S O N D                        | SMTWTFS 12           | 7   | 1                |
|        |  | SMTWTFS 12           | 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 3  |                  |
| 3      | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 4 5 6 7 6 5 10 11 12 15 14 15 10 17 10 15 20 21 22 20 24 20 27 20 2   | 1                |
| 1      |  | SMTWTFS 12           | 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 3  | 29 30 31         |
| 4      | J F M A M J J A S O N D                        | 3 W 1 W 1 F 3 1 2    | 7   | 1                |
| 1      |  | SMTWTFS 12           | 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 2  |                  |
| 5      | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 7   | 1                |
|        | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 3  | 29 30 31         |
| 6      | J F M A M J J A S O N D                        | 3 W 1 W 1 F 3 1 2    | 7   |                  |
| 1      | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 3  | 29 30 31         |
| 7      | J F M A M J J A S O N D                        | 3 (4) 1 44 1 1 3 1 2 |   | 1                |
| 1      | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 3  | 29 30 31         |
| 8      | J F M A M J J A S O N D                        | 3 1/1 1/1 1 3 1 2    |   | 1                |
|        | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 2  | 29 30 31         |
| 9      | J F MI A MI J J A 3 O N D                      |                      |   | 1 1              |
|        | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| 10     | 3 F WI X W 3 3 X 3 3 X 3 3 X 3 3 X 3 3 X 3 X 3 |                      |   | 1                |
|        | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 3  | 29 30 31         |
| 11     | J  |                      |   | 1                |
| ì      | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 3  | 29 30 31         |
| 12     |  |                      |   | 1                |
| l      | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 2  | 29 30 31         |
| 13     |  |                      |   | 1                |
| 1      | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 2  | 29 30 31         |
| 14     |  |                      |   | 1 1              |
| 1      | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| 15     |  |                      |   |                  |
| 1 40   | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  |                  |
| 16     |  |                      |   |                  |
| 17     | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 2  | 29 30 31         |
| I "    |  |                      |   | 1                |
| 18     | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| l '°   |  |                      |   | 1                |
| 19     | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 2  | 29 30 31         |
| 1 13   |  |                      |   | 20 20 24         |
| 20     | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| 20     |  |                      |   | 1                |
| 21     | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| 1 "    |  |                      |   | 20 20 21         |
| 22     | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| "      |  |                      | 4 5 0 7 0 0 40 42 42 44 45 40 47 40 40 20 04 22 92 94 65 00 07 00 4   | 20 20 21         |
| 23     | J F M A M J J A S O N D                        | SMTWTFS 1 2          | 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 2  | 29 30 31         |
| 1      |  |                      | A 5 C 7 O 0 40 44 42 42 14 15 16 47 40 40 20 21 22 22 27 20 1   |                  |
| 24     | J F M A M J J A S O N D                        | SMTWTFS 12           | 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 2  | 29 30 31         |
| 1      |  |                      |   | 7/30/2021 Page 7 |
| 1      | 790 Croton Train Station LOCAL                 |                      |   | TIDUIZUZI Faye I |

| Day Plans [4.4]          |                             |                                      | Ac            | ction Table  | e [4.5]        |            |                                    |            | -       |                       |               | Coord | Alterr           | ate Ta            | bies -        | Pat+          | [2.6          | 1   |  |                 |               |               |         |         | Į.              |          |
|--------------------------|-----------------------------|--------------------------------------|---------------|--------------|----------------|------------|------------------------------------|------------|---------|-----------------------|---------------|-------|------------------|-------------------|---------------|---------------|---------------|-----|--|-----------------|---------------|---------------|---------|---------|-----------------|----------|
| Day Plan 1               | Day Plan 2                  | Day Plan 3                           | 1             |              |                |            |                                    |            |         |                       |               |       | 0                |                   |               |               |               | -   |  |                 | Ove           | erlap C       | Off     |         |                 | 0.000    |
| Hour Min Act Hour Min Ac | t Hour Min Act Hour Min Act | Hour Min Act Hour Min Act            | į A           | ct# Pat#     | A1 A2 /        | A3 S1      | \$2                                | \$3 S      | 4 \$5   | \$6                   | S7 S8         | Pat#  | ØOpt             | ØTime             | DetG C        | all Inh       | CIC           | CNA | 1 1  | 2               | 3             | 4             | 5 (     | 6 7     | 8               | Dia Max2 |
| 1 0 0 99 9 0 0 0         | 1 0 0 0 9 0 0 0             | 1 0 0 0 9 0 0 0                      |               | 1 1          | $\Box$         |            | $\Box$                             |            |         |                       |               | 1     |                  |                   |               |               |               |     | $\Box$   |                 |               |               | $\perp$ | $\perp$ |                 | DFT      |
| 2 6 0 7 10 0 0 0         | 2 0 0 0 10 0 0 0            | 2 0 0 0 10 0 0 0                     |               | 2 2          |                |            |                                    |            |         |                       |               | 2     |                  |                   |               |               |               |     | '  | Ш               | $\Box$        | $\perp$       | $\perp$ | $\perp$ | $\perp$         | DFT      |
| 3 8 0 6 11 0 0 0         | 3 0 0 0 11 0 0 0            | 3 0 0 0 11 0 0 0                     |               | 3 3          |                |            |                                    |            |         |                       |               | 3     |                  |                   |               |               |               |     |  |                 |               |               |         |         |                 | DFT      |
| 4 14 55 8 12 0 0 0       | 4 0 0 0 12 0 0 0            | 4 0 0 0 12 0 0 0                     | Т             | 4 4          |                |            | П                                  |            |         |                       |               | 4     |                  |                   |               | Ĭ             |               |     |  | $\square$       |               |               |         |         |                 | DFT      |
| 5 16 0 7 13 0 0 0        | 5 0 0 0 13 0 0 0            | 5 0 0 0 13 0 0 0                     | $\Gamma$      | 5 5          |                |            |                                    |            |         |                       |               | 5     |                  |                   |               |               |               |     |  |                 |               | $\perp$       | $\perp$ |         |                 | DFT      |
| 6 19 30 99 14 0 0 0      | 6 0 0 0 14 0 0 0            | 6 0 0 0 14 0 0 0                     |               | 6 6          |                |            |                                    |            | T       | Ш                     |               | 6     |                  |                   |               |               |               |     |  |                 | Ш             | $\perp$       | $\perp$ |         |                 | DFT      |
| 7 0 0 0 15 0 0 0         | 7 0 0 0 15 0 0 0            | 7 0 0 0 15 0 0 0                     |               | 7 7          |                |            |                                    |            |         |                       |               | 7     |                  |                   |               |               |               |     | $\perp$  |                 |               |               |         | $\perp$ | L               | DFT      |
| 8 0 0 0 16 0 0 0         | 8 0 0 0 16 0 0 0            | 8 0 0 0 16 0 0 0                     |               | 8 8          |                |            |                                    |            |         |                       |               | 8     |                  |                   |               |               | $\Box$        |     | '  | Ш               | Ш             | ,             | $\perp$ | $\perp$ | $\perp$         | DFT      |
| Day Plan 4               | Day Plan 5                  | Day Plan 6                           | !             | 9 9          |                |            |                                    |            |         | Ш                     |               | 9     |                  |                   |               |               | Ш             |     | $\perp$  | Ш               |               |               | $\perp$ |         | $\perp$         | DFT      |
| Hour Min Act Hour Min Ac | t Hour Min Act Hour Min Act | Hour Min Act Hour Min Act            | 1 1           | 10 10        |                | $\perp$    | $\sqcup$                           | $\perp$    |         |                       |               | 10    |                  |                   | $\perp$       |               | Ш             |     | $\perp$  |                 | Ш             |               | $\perp$ | 1       | $\perp$         | DFT      |
| 1 0 0 0 9 0 0 0          | 1 0 0 0 9 0 0 0             | 1 0 0 0 9 0 0 0                      | 1             | 11 11        |                |            | $\Box$                             |            | $\perp$ | Ш                     |               | 11    |                  |                   |               |               | $\square$     |     | $\perp$  | Ш               | Ш             |               | 1       | $\perp$ | $\perp$         | DFT      |
| 2 0 0 0 10 0 0 0         | 2 0 0 0 10 0 0 0            | 2 0 0 0 10 0 0 0                     | _             | 12 12        |                |            | $\sqcup$                           |            |         |                       |               | 12    |                  |                   |               |               | Ш             | _   | $\perp \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$ | Ш               | Ц             | $\perp$       | $\perp$ | $\perp$ | $\perp$         | DFT      |
| 3 0 0 0 11 0 0 0         | 3 0 0 0 11 0 0 0            | 3 0 0 0 11 0 0 0                     | -             | 13 13        |                |            |                                    |            | $\perp$ | $\Box$                |               | 13    | $\square$        |                   |               |               | $\Box$        | _   | $\perp \downarrow$   | $\sqcup$        | Ц             |               | $\perp$ | $\perp$ | $\perp$         | DFT      |
| 4 0 0 0 12 0 0 0         | 4 0 0 0 12 0 0 0            | 4 0 0 0 12 0 0 0                     | _             | 14 14        |                |            |                                    |            |         | $\Box$                |               | 14    |                  |                   |               |               |               |     | ╨  | Ш               | $\Box$        | $\rightarrow$ | $\perp$ |         | 1               | DFT      |
| 5 0 0 0 13 0 0 0         | 5 0 0 0 13 0 0 0            | 5 0 0 0 13 0 0 0                     | $\overline{}$ | 15 <b>15</b> |                |            | $\sqcup$                           |            | $\perp$ | $\sqcup$              |               | 15    | Ш                |                   |               |               | Щ             | _   | $\perp$  | Ш               | Ц             | $\rightarrow$ | $\perp$ | $\bot$  | 1               | DFT      |
| 6 0 0 0 14 0 0 0         |                             | 6 0 0 0 14 0 0 0                     | -             | 16 16        |                | $\perp$    | Ш                                  |            |         | $\Box$                |               | 16    | $\sqcup$         |                   | $\perp$       |               | Ш             |     | $\perp \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$ | $\sqcup$        | Ц             | $\perp$       | $\perp$ | $\bot$  | 1               | DFT      |
| 7 0 0 0 15 0 0 0         | 7 0 0 0 15 0 0 0            | 7 0 0 0 15 0 0 0                     | _             | 17 17        | $\perp$        | $\perp$    | $\sqcup$                           | $\perp$    |         | $\sqcup$              |               | 17    | Ш                | $\rightarrow$     | _             |               | $\sqcup$      |     | ╜  | Ш               | $\sqcup$      | $\rightarrow$ | _       |         | ╄               | DFT      |
| 8 0 0 0 16 0 0 0         | 8 0 0 0 16 0 0 0            | 8 0 0 0 16 0 0 0                     | _             | 18 18        | $\rightarrow$  | $\bot$     | $\sqcup$                           | $\perp$    | $\perp$ | $\sqcup$              |               | 18    | <u> </u>         |                   |               | _             | $\dashv$      |     | $\bot$   | ш               | $\vdash$      | $\dashv$      | 4       | $\bot$  | Ļ               | DFT      |
| Day Plan 7               | Day Plan 8                  | Day Plan 9                           | _             | 19 19        |                |            | 1-1                                |            | $\bot$  | $\sqcup$              | $\bot$        | 19    |                  | $\rightarrow$     | _             |               | $\rightarrow$ |     | ╨  | $\sqcup$        | $\vdash$      | $\rightarrow$ | +       | +       | ₩               | DFT      |
| Hour Min Act Hour Min Ac | t Hour Min Act Hour Min Act | Hour Min Act Hour Min Act            | _             | 20 20        | $\perp$        | _          | $\perp$                            | $\perp$    |         | $\sqcup$              | $\rightarrow$ | 20    |                  | $\rightarrow$     | 4             |               |               |     | ╨  | $\sqcup$        | $\dashv$      | 4             | +       | 4       | $\vdash$        | DFT      |
| 1 0 0 0 9 0 0 0          |                             | 1 0 0 0 9 0 0 0                      | _             | 21 21        |                | +          | $\sqcup$                           |            | +       | $\sqcup$              |               | 21    |                  | $\rightarrow$     |               | $\rightarrow$ | $\rightarrow$ |     | $+\!\!-\!\!\!\!-$  | $\sqcup$        | $\sqcup$      |               | -       | _       | _               | DFT      |
| 2 0 0 0 10 0 0 0         | 2 0 0 0 10 0 0 0            | 2 0 0 0 10 0 0 0                     |               | 22 22        |                | $\perp$    | $\downarrow \downarrow$            | $\perp$    | 4_      | $\vdash$              | +             | 22    |                  |                   | $\dashv$      |               | $\rightarrow$ |     | +  | $\sqcup$        | $\vdash$      | -             | -       | -       | +               | DFT      |
| 3 0 0 0 11 0 0 0         |                             | 3 0 0 0 11 0 0 0                     |               | 23 23        | $\rightarrow$  |            | $\downarrow \downarrow$            |            | -       | $\sqcup$              | +             | 23    |                  | $\longrightarrow$ | $\rightarrow$ |               | $\rightarrow$ |     | 4-4  | $\vdash$        |               | +             | +       |         | -               | DFT      |
| 4 0 0 0 12 0 0 0         | 4 0 0 0 12 0 0 0            | 4 0 0 0 12 0 0 0                     | _             | 24 24        | $\rightarrow$  | _          | $\vdash$                           | _          | +       | 11                    | +             | 24    | $\sqcup$         | $\rightarrow$     | $\rightarrow$ |               |               |     | ┦  | $\sqcup$        | $\rightarrow$ | 99            | -       | -       | 4               | DFT      |
| 5 0 0 0 13 0 0 0         | 5 0 0 0 13 0 0 0            | 5 0 0 0 13 0 0 0                     | _             | 25           | $\rightarrow$  | +          | $\downarrow \downarrow$            | $\perp$    | +       | $\sqcup$              | +             | 25    | $\square$        | -                 | -             |               | $\rightarrow$ |     | ₩  | $\vdash \vdash$ | $\vdash$      | $\rightarrow$ | +       | -       | 1               | DFT      |
| 6 0 0 0 14 0 0 0         |                             | 6 0 0 0 14 0 0 0                     |               | 26           |                |            | $\downarrow \downarrow \downarrow$ | $\perp$    | +       | $\sqcup$              | +             | 26    |                  | -                 | $\rightarrow$ |               | $\rightarrow$ |     | +  | $\vdash$        | $\vdash$      | $\rightarrow$ | +       | +       | -               | DFT      |
| 7 0 0 0 15 0 0 0         |                             | 7 0 0 0 15 0 0 0                     | -             | 27           | ++             | _          | +                                  | -          | +       | <b>├</b> - <b>├</b> - | +             | 27    | $\sqcup$         |                   | $\rightarrow$ | $\rightarrow$ | $\rightarrow$ |     | 1  | $\vdash$        | $\vdash$      | $\dashv$      | +       | +       | -               | DFT      |
| 8 0 0 0 16 0 0 0         |                             | 8 0 0 0 16 0 0 0                     | _             | 28           | +              | +          | ₩                                  | $\perp$    | +       | ₩                     |               | 28    | $\square$        |                   | -             | $\rightarrow$ | $\rightarrow$ |     | ┯  | $\vdash$        | $\vdash$      | +             | +       | +       | -               | DFT      |
| Day Plan 10              | Day Plan 11                 | Day Plan 12                          | _             | 29           | ++             | +          | ₩                                  | +          | +-      | -                     | +-            | 29    |                  | _                 | $\rightarrow$ | $\rightarrow$ | $\rightarrow$ |     | ┦┤   | $\vdash$        | $\vdash$      | $\dashv$      | +       | +       | ┼-              | DFT      |
| Hour Min Act Hour Min Ac |                             | Hour Min Act Hour Min Act            | _             | 30           | $\rightarrow$  | +          | +                                  | -          | +       | ₩                     | -             | 30    | $\vdash$         |                   |               | $\dashv$      | $\rightarrow$ |     | ┦  | ₩               | $\vdash$      | $\dashv$      | +       | +       | <del> </del> —' | DFT      |
| 1 0 0 0 9 0 0 0          |                             | 1 0 0 0 9 0 0 0                      | -             | 31           |                | -          | ┨                                  | +          | +       | ₩                     | +-            | 31    | $\vdash$         | -                 |               | $\dashv$      | $\rightarrow$ | —   | ₩  | $\vdash$        | $\vdash$      | $\dashv$      | +       | +       | $\vdash$        | -        |
| 2 0 0 0 10 0 0 0         | <del></del>                 | 2 0 0 0 10 0 0 0                     | $\overline{}$ | 32           | ++             | +          | ₩                                  | -          | +       | ╌┼                    | +-            | 32    |                  | $\rightarrow$     | +             | $\rightarrow$ |               |     | +  | $\vdash$        | $\vdash$      |               | +       | +       | $\vdash$        | DFT      |
| 3 0 0 0 11 0 0 0         |                             | 3 0 0 0 11 0 0 0                     | _             | 33           |                | +          | +                                  | +          | +       | $\vdash$              | +             | 33    |                  |                   | +             |               | $\rightarrow$ |     | +  | $\vdash$        | $\dashv$      | +             | +       | +       | $\vdash$        | DFT      |
| 4 0 0 0 12 0 0 0         | 4 0 0 0 12 0 0 0            | 4 0 0 0 12 0 0 0                     | _             | 34           | ++             | +          | +                                  | +          | +       | -                     | +-            | 35    | -                | $\rightarrow$     | +             | -             | $\dashv$      |     | +  | $\vdash$        | $\dashv$      | +             | +       | +       | <del> </del> —  | DFT      |
| 5 0 0 0 13 0 0 0         | <del></del>                 | 5 0 0 0 13 0 0 0                     | _             | 35           |                | +          | +                                  | +          | +       | +                     | +             | 35    |                  | $\rightarrow$     | +             |               | $\dashv$      | _   | +  | $\mapsto$       | +             | +             | +       | +       | ┼╌              | DFT      |
| 6 0 0 0 14 0 0 0         |                             | 6 0 0 0 14 0 0 0                     | _             | 36           | ++             |            | +-+                                | +          | +       | ++                    | +-            | 37    | $\vdash$         | $\rightarrow$     | +             | -             | $\rightarrow$ | —   | +  | $\vdash \vdash$ | $\rightarrow$ | +             | +       | +       | ╁               | DFT      |
| 7 0 0 0 15 0 0 0         |                             | 7 0 0 0 15 0 0 0                     | $\overline{}$ | 37           | +              | +          | +                                  | +          | +       | +                     |               | 38    | $\vdash$         | -+                |               | -             | $\dashv$      |     | +  | $\vdash \vdash$ | $\dashv$      | +             | +       | +       | +-              | DFT      |
| 8 0 0 0 16 0 0 0         |                             | 8 0 0 0 16 0 0 0                     | _             | 38           | +              | +          | ╂╌┤                                | +          | +-      | ┤┤                    | +             | 39    | $\vdash$         | $\rightarrow$     | $\rightarrow$ | -             | $\rightarrow$ |     | +  | -               | -             | $\rightarrow$ | +       | +       | ╀               | DFT      |
| Day Plan 13              | Day Plan 14                 | Day Plan 15                          | _             | 39           | ++             | +          | +                                  | +          | +       | +-+                   |               | 40    | $\vdash$         |                   | $\rightarrow$ | $\rightarrow$ | $\dashv$      | _   | +  | $\vdash$        | $\dashv$      | -+-           | +       | +-      | $\vdash$        | DFT      |
| Hour Min Act Hour Min Ac |                             | Hour Min Act Hour Min Act            | 4             | 40           | 10 Day of 2 of |            | 90000                              | COLUMN     | 100     | £53020                |               | 41    | $\vdash$         | $\rightarrow$     | $\rightarrow$ |               | $\dashv$      | —   | +-   | $\vdash$        | $\dashv$      | +             | +       | +       | $\vdash$        | DFT      |
| 1 0 0 0 9 0 0 0          |                             |                                      | 1             | 48           | 30 91          |            | 11                                 |            |         | 1                     | 200           | 41    | $\vdash$         | -                 | +             | -             | $\dashv$      | _   | +  | $\vdash$        | $\dashv$      | +             | +       | +-      | $\vdash$        | DFT      |
| 2 0 0 0 10 0 0 0         | <del></del>                 |                                      | 1 4           | 10           | 2011/2011      | 100 \$ 400 | possible and the second            | CHICAGO IN | DE ST   | i sami i              |               | 43    | $\vdash$         |                   | +             | $\rightarrow$ | $\dashv$      | _   | +  |                 | $\dashv$      | -             | +       | +       | ┰               | DFT      |
| 3 0 0 0 11 0 0 0         |                             |                                      | 1             | 98           | 1              |            |                                    | 1          | -1100   |                       | -             | 44    | <del>  -  </del> |                   | +             | -             | $\dashv$      | _   | +  | $\vdash$        | $\dashv$      | +             | +       | +       | $\vdash$        | DFT      |
| 4 0 0 0 12 0 0 0         |                             |                                      | _             | 99           | ++             | +          | +                                  | +          | +       | +                     | +             | 45    |                  | +                 | +             | +             | $\dashv$      | _   | +  | $\vdash$        | $\dashv$      | +             | +       | +       | $\vdash$        | DFT      |
| 5 0 0 0 13 0 0 0         |                             |                                      | -             |              | +              | +          | +                                  |            | +       | ++                    | +             | 46    | $\vdash$         | -                 | +             | $\dashv$      | -             | _   | +-   | $\vdash$        | $\dashv$      | +             | +       | +-      | -               | DFT      |
| 6 0 0 0 14 0 0 0         | 6 0 0 0 14 0 0 0            | 6 0 0 0 14 0 0 0<br>7 0 0 0 15 0 0 0 | 111           |              | 90 Crot        | ton 1      | Frain                              | Stat       | tion    | 100                   | ΔΙ            | 47    | 1                | -                 | +             | $\rightarrow$ | $\dashv$      |     | +  | $\vdash$        | $\dashv$      | +             | +       | +-      | 1               | DFT      |
| 7 0 0 0 15 0 0 0         |                             |                                      | 107           | //30/21      | OIU            | COIL       | 1 (1111)                           | . Gld      | avii    | Pag                   |               | 48    | $\vdash$         | -                 | +             | -             | $\dashv$      |     | +-   | $\vdash$        | $\rightarrow$ | +             | +       | +       | +               | DFT      |
| 8 0 0 0 16 0 0 0         | 8 0 0 0 16 0 0 0            |                                      | 011           | 100121       |                | _          | _                                  |            |         | ray                   | 0 0           | 40    | 1                |                   | _             |               | $\dashv$      |     |  | 4               | _             |               | _       | _       | 1               | 1011     |

| C1-US       | ER IO | Map [1.8.9.1 In ] | C1-U |
|-------------|-------|-------------------|------|
| 11-1        | 189   | Unused            | 01-1 |
| 11-2        | 2     | Veh Call 2        | 01-2 |
| 11-3        | 189   | Unused            | 01-3 |
| 11-4        | 189   | Unused            | 01-4 |
| 1145        | 5     | Veh Call 5        | 01-5 |
| [1-6]       | 6     | Veh Call 6        | O1-6 |
| 11-7        | 7     | Veh Call 7        | O1-7 |
| 11-8        | 8     | Veh Call 8        | 01-8 |
| 12-1        | 189   | Unused            | O2-1 |
| I2-2        | 189   | Unused            | O2-2 |
| 12-3        | 189   | Unused            | O2-3 |
| 12-4        | 12    | Veh Call 12       | 02-4 |
| 12-5        | 189   | Unused            | 02-5 |
| 12-6        | 189   | Unused            | 02-6 |
| 12-7        | 15    | Veh Call 15       | O2-7 |
| 12-8        | 16    | Veh Call 16       | O2-8 |
| 13-1        | 189   | Unused            | 03-1 |
| 13-2        | 18    | Veh Call 18       | O3-2 |
| 13-3        | 19    | Veh Call 19       | O3-3 |
| 13-4        | 20    | Veh Call 20       | O3-4 |
| 13-5        | 189   | Unused            | O3-5 |
| 13-6        | 129   | Ped Call 1        | O3-6 |
| 13-7        | 130   | Ped Call 2        | O3-7 |
| 13-8        | 131   | Ped Call 3        | 03-8 |
| 14-1        | 189   | Unused            | 04-1 |
| [4-2        | 189   |                   | 04-2 |
| _           |       | Unused            | 04-3 |
| 14-3        | 189   | Unused            |      |
| <b>I4-4</b> | 189   | Unused            | 04-4 |
| [4-5        | 179   | Door Open         | 04-5 |
| 14-6        | 189   | Unused            | 04-6 |
| 14-7        | 229   | 33xCMUStop        | 04-7 |
| 14-8        | 228   | 33xFlash\$ns      | 04-8 |
| 15-1        | 189   | Unused            | O5-1 |
| [5-2        | 189   | Unused            | O5-2 |
| 15-3        | 189   | Unused            | O5-3 |
| 15-4        | 189   | Unused            | O5-4 |
| 15-5        | 189   | Unused            | O5-5 |
| 15-6        | 189   | Unused            | O5-6 |
| 15-7        | 189   | Unused            | O5-7 |
| 15-8        | 189   | Unused            | O5-8 |
| 16-1        | 189   | Unused            | 06-1 |
| 16-2        | 189   | Unused            | O6-2 |
| 16-3        | 189   | Unused            | O6-3 |
| 16-4        | 189   | Unused            | O6-4 |
| 16-5        | 189   | Unused            | O6-5 |
| I6-6        | 189   | Unused            | O6-6 |
| 16-7        | 189   | Unused            | O6-7 |
| 16-8        | 189   | Unused            | O6-8 |
|             |       |                   |      |

|      |     | Map [1.8.9.2 Out ] |
|------|-----|--------------------|
| 01-1 | 1   | Ch1 Red            |
| 01-2 | 49  | Ch1 Green          |
| OI-3 | 2   | Ch2 Red            |
| 01-4 | 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            |
| 02-4 | 29  | Ch5 Yellow         |
| O2-5 | 53  | Ch5 Green          |
| O2-6 | 6   | Ch6 Red            |
| O2-7 | 30  | Ch6 Yellow         |
| O2-8 | 54  | Ch6 Green          |
| 03-1 | 7   | Ch7 Red            |
| 03-2 | 55  | Ch7 Green          |
| O3-3 | 8   | Ch8 Red            |
| O3-4 | 32  | Ch8 Yellow         |
| O3-5 | 56  | Ch8 Green          |
| O3-6 | 9   | Ch9 Red            |
| 03-7 | 33  | Ch9 Yellow         |
| 03-8 | 57  | Ch9 Green          |
| 04-1 | 10  | Ch10 Red           |
| 04-2 | 58  | Ch10 Green         |
| O4-3 | 11  | Ch11 Red           |
| 04-4 | 35  | Ch11 Yellow        |
| 04-5 | 59  | Ch11 Green         |
| 04-6 | 12  | Ch12 Red           |
| 04-7 | 36  | Ch12 Yellow        |
| 04-8 | 60  | Ch12 Green         |
| O5-1 | 28  | Ch4 Yellow         |
| 05-2 | 34  | Ch10 Yellow        |
| O5-3 | 25  | Ch1 Yellow         |
| 05-4 | 31  | Ch7 Yellow         |
| O5-5 | 39  | Ch15 Yellow        |
| O5-6 | 63  | Ch15 Green         |
| O5-7 | 115 | Not Used           |
| O5-8 | 114 | Watchdog           |
| 06-1 | 115 | Not Used           |
| O6-2 | 115 | Not Used           |
| O6-3 | 13  | Ch13 Red           |
| 06-4 | 37  |                    |
|      |     | Ch13 Yellow        |
| 06-5 | 61  | Ch14 Rod           |
| O6-6 | 14  | Ch14 Red           |
| 06-7 | 38  | Ch14 Yellow        |
| O6-8 | 62  | Ch14 Green         |

| C1-USE | R IO M | ap [1.8.9.2 Out ] |
|--------|--------|-------------------|
| 07-1   | 40     | Ch16 Yellow       |
| 07-2   | 16     | Ch16 Red          |
| O7-3   | 64     | Ch16 Green        |
| 07-4   | 115    | Not Used          |
| O7-5   | 115    | Not Used          |
| 07-6   | 115    | Not Used          |
| 07-7   | 115    | Not Used          |
| O7-8   | 15     | Ch15 Red          |
|        | SER IO | Map [1.8.9.1 In ] |
| I4-1   |        |                   |
| I4-2   |        |                   |
| 14-3   |        | -                 |
| [4-4   |        |                   |
| 17-1   | 189    | Unused            |
| 17-2   | 189    | Unused            |
| 17-3   | 189    | Unused            |
| 17-4   | 189    | Unused            |
| 17-5   | 189    | Unused            |
| 17-6   | 189    | Unused            |
| 17-7   | 189    | Unused            |
| 17-8   | 189    | Unused            |
| 18-1   | 189    | Unused            |
| 18-2   | 189    | Unused            |
| I8-3   | 189    | Unused            |
| 18-4   | 189    | Unused            |
| 18-5   | 189    | Unused            |
| 18-6   | 189    | Unused            |
| 18-7   | 189    | Unused            |
| 18-8   | 189    | Unused            |
| C11S-U | SER 10 | 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          |

| 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 ] | _       |
| [4-1                           | _       |
| [4-2                           | _       |
| [4-3                           | _       |
| [4-4                           | _       |
| 17-1 189 Unused                | _       |
| 17-2 189 Unused                | _       |
| 17-3 189 Unused                | _       |
| 17-4 189 Unused                | _       |
| 17-5 189 Unused                | _       |
| 17-6 189 Unused                | _       |
| 17-7 189 Unused                |         |
| 17-8 189 Unused                | _       |
| 18-1 189 Unused                | _       |
| 18-2 189 Unused                | _       |
| I8-3 189 Unused                |         |
| 18-4 189 Unused                |         |
| I8-5 189 Unused                |         |
| I8-6 189 Unused                |         |
| 18-7 189 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              | $\perp$ |
| 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 Log | ic [1.8.7] |        |           |      |     |      |       |      |          |      |       |          |        |          |   |
|---|--------|------------|--------|-----------|------|-----|------|-------|------|----------|------|-------|----------|--------|----------|---|
|   | Op1    | Result     |        | O1Fcn     | Inv1 | 101 | Opn1 | O2Fnc | Inv2 | 102      | Opn2 | O3Fnc | Inv3     | 103    | Opn3     |   |
|   | I      | 0          | 2      |           | -    | - 1 | 0    |       | -    | 1        | 0    |       | -        | 1      | 0_       | _ |
|   | I      | 0          | =      |           | -    | - 1 | 0    |       |      |          | 0    |       | -        |        | 0        |   |
|   | I      | 0          | =      |           | -    | 1   | 0    |       |      |          | 0    |       | -        |        | 0        |   |
|   | 1      | 0          | =      |           | -    |     | 0    |       | -    |          | 0    |       | -        |        | 0        |   |
|   | I      | 0          | =      |           | -    |     | 0    |       | -    | <u> </u> | 0    |       | -        |        | 0        |   |
|   | I      | 0          | =      |           | -    | - 1 | 0    |       | -    | <u> </u> | 0    |       | -        |        | 0        |   |
|   | 1      | 0          | =      |           | -    | - 1 | 0    |       | _    | 1        | 0    |       | -        | 1      | 0        |   |
|   | 1      | 0          | =      |           | -    | - 1 | 0    |       | -    |          | 0    |       | -        |        | 0        |   |
|   | 1      | 0          | =      |           | -    |     | 0    |       | -    | 1        | 0    |       | -        |        | 0        |   |
|   | _1_    | 0          | =      |           | -    | - 1 | 0    |       |      | 1        | 0    |       | -        |        | 0        | _ |
|   |        | y Acces    |        | els [8.2] |      |     |      |       | 43   |          | NE   |       |          |        | ters [6. | 1 |
|   | 1      | SWLO       |        | 1 1       | 22   |     | DNE  | :     | 44   |          | NE   |       | Station  |        |          | Ļ |
|   | 2      |            | SECURE |           |      |     | DNE  |       | 45   |          | NE   |       | Group    |        |          | Ļ |
|   | 3      |            | NONE   |           |      |     | DNE  |       | 46   |          | NE   |       | Master   |        |          | Ļ |
|   | 4      | NON        |        | 1 1       | 25   | -   | DNE  |       | 47   | _        | NE   |       | Backup   |        |          | Ĺ |
|   | 5      | NON        |        | 1 1       | 26   |     | DNE  |       | 48   |          | NE   | 1,    |          |        | m [6.1]  | _ |
| i | 6      | NON        |        | 1 1       | 27   | _   | DNE  | İ     | 49   | _        | NE   | .     |          | Modem  |          | L |
| i | 7      | NON        |        | 1 1       | 28   | _   | DNE  |       | 50   |          | NE   | ļ ļ   | Idle Tin |        |          | L |
| İ | 8      | NON        |        | 1 1       | 29   |     | ONE  |       | 51   |          | NE   |       | Dial Tir | ne     |          | Ĺ |
| ı | 9      | NON        | _      | 1 1       | 30   |     | NE   |       | 52   | 1        | NE   |       | Tel:     |        |          | _ |
| ı | 10     | NON        |        | 1 1       | 31   |     | ONE  |       | 53   |          | NE   | 1 1   | Alt:     |        |          |   |
| ı | 11     | NON        |        | ļļ        | 32   |     | ONE  |       | 54   |          | NE   |       |          |        |          |   |
| ı | 12     | NON        |        | 1 1       | 33   |     | ONE  |       | 55   | 1        | NE   | 1.    |          |        | rms [6.  | 2 |
| ı | 13     | NON        | E      | . L       | 34   | NC  | NE   |       | 56   | NC       | NE   |       | Port     | Baud R | ate      |   |
| ı | 14     | NON        | Е      |           | 35   | NO  | ONE  |       | 57   | NC       | NE   |       | SP1      | 96     | 300      | ı |
| ı | 15     | NON        | Ε      |           | 36   | NC  | DNE  |       | 58   | NC       | NE   | ]     | SP2      | 96     | i00      | ſ |
| ı | 16     | NON        | Ε      | ] [       | 37   | NC  | NE   |       | 59   |          | NE   | ]     | SP3      | 19:    | 200      |   |
| ı | 17     | NON        | £      | ] [       | 38   | NC  | NE   | [     | 60   | NC       | NE   | ]     | SP4      | 384    | 400      | Ĺ |
|   | 18     | NON        | Ε      |           | 39   | NC  | NE   |       | 61   | NC       | NE   | ]     | SP5      | 12     | 200      | Ĺ |
|   | 19     | NON        | NONE   |           |      | NC  | NE   |       | 62   |          | NE   | ]     | SP6      | -      | 100      | Ĺ |
|   | 20     | NONE       |        |           | 41   | NC  | NE   | [     | 63   | NC       | NE   | J     | \$P7     |        | 200      | Ĺ |
| I | 21     | NON        | Ε      | ] [       | 42   | NC  | NE   | ĺ     | 64   | NC       | NE   | J     | SP8      | 12     | 200      | Ĺ |
| ۰ |        |            |        |           |      |     |      |       |      |          |      |       |          |        |          |   |

|           | 63           | NO      | NE |   | \$P      |
|-----------|--------------|---------|----|---|----------|
|           | 64           | NO      | NE |   | SP<br>SP |
| 2070 IP 2 | 2 Addressing | g [6.5] |    |   |          |
|           | Addressing   |         |    |   | ]        |
| Addr      | 0            | 0       | 0  | 0 | 7        |
| Mask      | 0            | 0       | 0  | 0 | 7        |
| Brdcst    | 0            | 0       | 0  | 0 | 7        |
| GtWay     | 0            | 0       | 0  | 0 | 7        |
| David     | 1 0          |         |    |   | ٦.       |

|        | Addres | sing |   |   |
|--------|--------|------|---|---|
| Addr   | 0      | 0    | 0 | 0 |
| Mask   | 0      | 0    | 0 | 0 |
| Brdcst | 0      | 0    | 0 | 0 |
| GtWay  | 0      | 0    | 0 | 0 |
| Port   | 0      |      |   |   |
|        |        |      |   |   |

2070 IP 1 Addressing [6.5]

|        | 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 IP | 2 Addressing | j [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 F | unctions | [6.6]   |
|-----------|-----------|----------|---------|
| Function  | Channel   | Function | Channel |
| TS2/CVM   | NONE      | SYSUp    | ASYNC2  |
| СМИ/ММИ   | NONE      | SYSDown  | ASYNC1  |
| Opticom   | NONE      | Shell    | NONE    |
| Loop Det. | NONE      |          |         |
| GPS       |           |          |         |

790 Croton Train Station LOCAL

07/30/21

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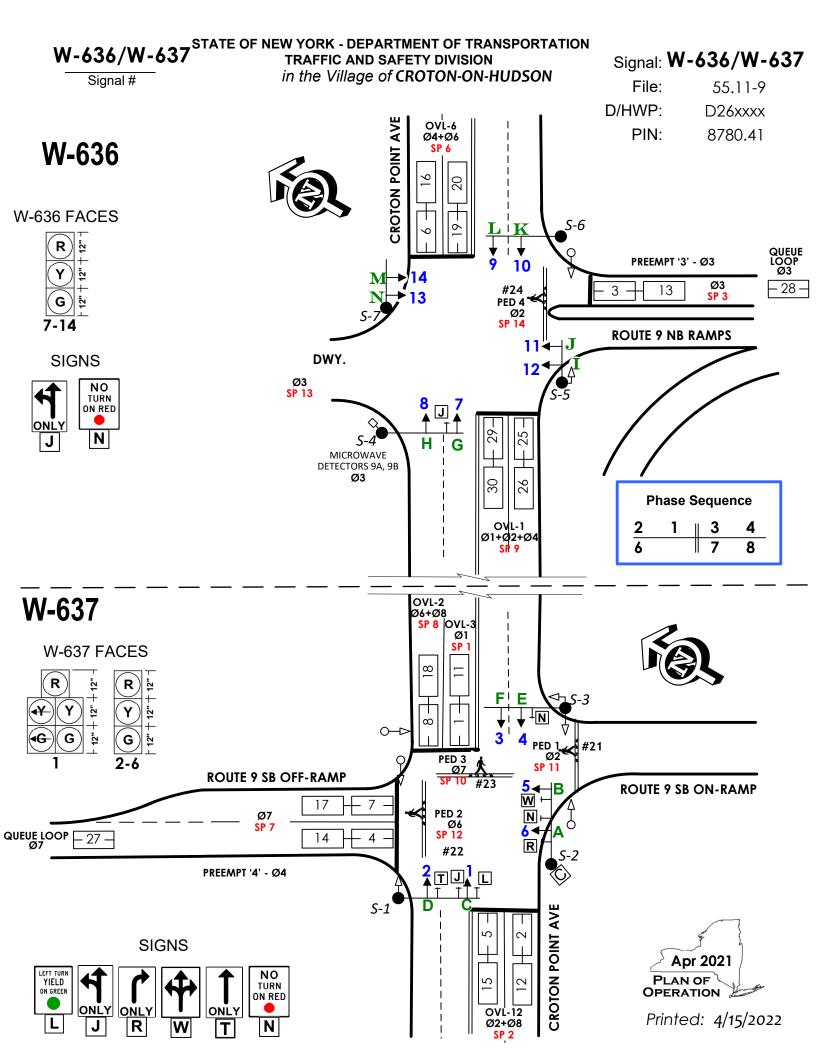
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|    |                            |         |           | _        |  |         |           |                |      |          |          |          |      |               |          |          |               |     |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
|----|----------------------------|---------|-----------|----------|--|---------|-----------|----------------|------|----------|----------|----------|------|---------------|----------|----------|---------------|-----|----------------------|--------|-------------------|----------|---------------|------------------|-------|--------------|--|--|----------|-----------|-------|-----|---------------|----------|
|    | 4                          |         |           |          |  |         |           |                |      |          |          |          |      |               |          |          |               |     |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
|    |                            |         |           |          |  |         |           |                |      |          |          |          |      |               |          |          |               |     |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
|    |                            |         |           |          |  |         |           |                |      |          |          |          |      |               |          |          |               |     |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| #  | Event / Alarm              | Ev Alr  | Call Ph   | 120201   | 1 1 51   |         |           | Redi           | rect | Phas     | esi1.    | 1.51     |      |               |          |          |               | lnh | ibit P               | hase   | s[1.1.            | .51      |               |                  |       |              |  |  |          |           |       |     |               |          |
| 1  | Power Up Alarm.            | On On   | Ø         | Ø        | Phases   | Called  |           |                |      | То       |          |          | From | То            | From     | То       | Γ             |     | 1                    | 2      | 3                 | 4        | 5             | 6                | 7     | 8            | 9  | 10   | 11       | 12        | 13    | 14  | 15            | 16       |
| 2  | Stop Timing                | On On   | 1         |          | 1  |         | <u> </u>  | 1              |      |          |          |          |      |               |          |          |               | 1   |                      |        |                   |          | $\neg$        | $\neg$           |       |              |  |  |          |           |       |     |               | $\neg$   |
|    | TS1 Cabinet Door           | 0       | 2         |          | 1  |         | -         | 2              |      |          |          |          |      |               |          |          |               | 2   |                      |        |                   |          | $\neg$        |                  |       |              |  |  |          |           |       |     |               |          |
| 4  | Coordination Failure       | On On   | 3         |          |  |         |           | 3              |      |          |          |          |      |               |          |          |               | 3   |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| 5  | External Alarm # 1         | On On   | 4         |          |  |         |           | 4              |      |          |          |          |      |               |          |          |               | 4   |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| 6  | External Alarm # 2         | On On   | 5         |          |  |         |           | 5              |      |          |          |          |      |               |          |          |               | 5   |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| 7  | External Alarm # 3         |         | 6         |          |  |         |           | 6              |      |          |          |          |      |               |          |          |               | 6   |                      |        |                   |          | $\perp$       |                  |       |              |  |  |          |           |       |     |               |          |
| 8  | External Alarm # 4         |         | 7         |          |  |         |           | 7              |      |          |          |          |      |               |          |          |               | 7   |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| 9  | Closed Loop Disabled       | On On   | 8         |          |  |         |           | 8              |      |          |          |          |      |               |          |          |               | 8   |                      |        |                   |          | $\perp$       |                  |       |              |  | <u> </u>   |          |           |       |     |               |          |
| 10 | External Alarm # 5         |         | 9         |          |  |         |           | 9              |      |          |          |          |      |               |          |          |               | 9   |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| 11 | External Alarm # 6         |         | 10        |          |  |         |           | 10             | Ĺ.,  | l        |          |          |      |               |          |          |               | 10  |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               |          |
| 12 | Manual Control Enable      | On On   | 11        |          |  |         |           | 11             |      |          |          |          |      |               |          |          |               | 11  |                      |        |                   |          |               | _                |       |              |  |  |          |           |       |     |               | _        |
| 13 | Coord Free Input           |         | 12        |          |  |         |           | 12             |      |          |          |          |      |               |          |          |               | 12  |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               | _        |
| _  | Local Flash Input          | On On   | 13        |          |  |         |           | 13             |      |          |          |          |      |               |          |          |               | 13  |                      |        |                   |          |               | _                |       |              |  |  |          |           |       |     |               |          |
| 15 | MMU Flash                  |         | 14        |          |  |         |           | 14             |      |          |          |          |      |               |          |          |               | 14  |                      |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               | _        |
| 16 | CMU Flash                  |         | 15        |          |  |         |           | 15             |      |          |          |          |      |               |          |          |               | 15  | Ш                    |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               | _        |
| 17 | Cycle Fault                | On On   | 16        |          | 1  |         |           | 16             |      |          |          |          |      |               |          |          |               | 16  |                      |        |                   | l        | l_            | _                |       | Ļ            |  |  | <u> </u> |           |       |     |               |          |
| 18 | Cycle Failure              | On On   | Alt Cal   | & Red    | direct#  | 1 [1.1  | .6.3]     |                |      |          |          |          |      |               |          |          |               | Alt | Inhib                | it Ph  | ases              | #1[¹     | l.1.6.        | 3]               |       |              |  |  |          |           |       |     |               | _        |
| 19 | Coordination Fault         | On On   | Col       | Ø        | Phases   | Called  | By Ø      |                |      | From     | To       | From     | To   | From          | То       | From     | To            |     | 1                    | 2      | 3                 | 4        | 5             | 6                | 7     | - 8          | 9  | 10   | 11       | 12        | 13    | 14  | 15            | 16       |
| 20 | Controller Fault           | On On   | 1         |          |  |         |           |                | 1    |          |          |          |      |               |          |          | Ш             | 1   | Ш                    |        |                   |          | _             | _                |       |              | ļ  | <u> </u>   |          |           |       |     | _             | _        |
| 21 | Detector SDLC Failure      |         | 2         |          |  |         |           |                | 2    |          |          |          |      |               |          |          |               | 2   | Ш                    |        |                   |          | _             | 4                |       |              |  | <u> </u>   |          | $\Box$    |       |     | _             | _        |
| 22 | MMU SDLC Failure           |         | 3         |          |  |         |           |                | 3    |          |          |          |      |               |          |          | $\overline{}$ | 3   | $\Box$               |        |                   | $\dashv$ | _             | _                |       |              |  |  |          | Ш         |       |     |               |          |
| 23 | Critical SDLC Failure      |         | 4         |          |  |         |           |                | 4    |          |          |          |      | <u> </u>      |          |          |               | 4   | ш                    | $\Box$ | $\Box$            |          | -             | _                |       | <u> </u>     |  |  |          |           |       |     |               |          |
| 24 | Reserved                   |         | 5         |          |  |         |           |                | 5    |          |          |          |      |               | Ш        |          | _             | 5   | Ш                    |        | $\Box$            | $\dashv$ | _+            | _                |       |              | <u> </u>   | <u> </u>   | <u> </u> |           |       | -   | _             | -        |
| 25 | EEPROM CRC Fault           | On On   | 6         |          |  |         |           |                | 6    |          |          |          |      |               | $\Box$   |          |               | 6   |                      |        |                   | $\dashv$ | $\rightarrow$ | _                |       |              | <u> </u>   | <u> </u>   | ļ        | $\square$ |       |     |               | —        |
| 26 | Detector Diagnostic Failur |         | 7         |          |  |         |           |                | 7    |          |          |          |      | _             |          |          | -             | 7   | $\square$            |        |                   | $\dashv$ | -             | $\dashv$         |       |              | -  |  |          | $\vdash$  |       |     |               | —        |
| 27 | BIU Detector Failure       | On On   | 8         |          | <u> </u>   |         |           |                | 8    |          |          |          |      |               |          |          |               | 8   | $\sqcup$             |        |                   |          | 4.0           |                  |       |              |  |  |          |           |       |     | -             |          |
| 32 | Queue detector alarm       | On On   | Alt Cal   |          |  |         |           | _              |      |          |          |          |      | -             | 1 _      |          |               | Alt | Inhib                |        |                   | #2 1     |               |                  |       |              | -  | 40   | 44       | 40        | 40    | 4.4 | 45            | 40       |
| 29 | Ped Detector Fault         | On On   | Col       | Ø        | Phases   | Called  | By Ø      |                |      | From     | То       | From     | To   | From          | То       | From     | То            |     | _1                   | 2      | 3                 | 4        | 5             | 6                | 7     | - 8          | 9  | 10   | 11       | 12        | 13    | 14  | 15            | 16       |
| 30 | Coord Diagnostic Fault     |         | 1         |          |  |         |           |                | 1    |          | <u> </u> |          |      | -             |          |          | -             | 1   | $\square$            |        | $\longrightarrow$ | $\dashv$ | $\dashv$      | -                |       |              | <del>                                     </del> | <del>                                     </del> | -        |           |       |     | -             |          |
| 41 | TempAlert Probe Ch. A      |         | 2         | <u> </u> | <u> </u>   |         |           |                | 2    |          | _        |          |      |               |          | -        |               | 2   | $\vdash$             |        |                   |          | $\dashv$      | -                |       |              | -  | -  |          |           | _     |     | $\rightarrow$ | -        |
| 42 | TempAlert Probe Ch. B      |         | 3         |          | -  |         |           | _              | 3    | <u> </u> |          | -        |      |               |          | $\vdash$ |               | 3   | Ш                    | -      |                   | -        | +             |                  |       | _            | <u> </u>   |  | -        | $\vdash$  |       |     |               | -I       |
| 47 | Coord Active               |         | 4         | <u> </u> | <u> </u>   |         |           |                | 4    |          | <u> </u> | $\Box$   |      |               |          | $\vdash$ | $\overline{}$ | 4   | $\vdash$             |        | $\longrightarrow$ | $\dashv$ | $\dashv$      | $\dashv$         |       | <u> </u>     | <del>                                     </del> | <u> </u>   |          |           |       |     |               | $\dashv$ |
| 48 | Preempt Active             | On On   | 5         |          | <del>                                     </del> |         | $\square$ |                | 5    |          |          | -        |      | -             |          | $\vdash$ |               | 5   | $\vdash\vdash\vdash$ | -      | $\longrightarrow$ | $\dashv$ |               |                  |       | _            | <u> </u>   |  |          |           |       |     | $\rightarrow$ | $\dashv$ |
|    | Preempt 1 Input            | On   On | 6         |          |  |         | $\sqcup$  | _              | 6    |          | <u> </u> | -        |      | -             |          | $\vdash$ |               | 6   | $\vdash\vdash\vdash$ | -      | $\longrightarrow$ | $\dashv$ | $\dashv$      | -                |       | _            | <u> </u>   | <u> </u>   |          |           |       |     |               | $\dashv$ |
|    | Preempt 2 Input            | On On   | 7         |          | 1  |         |           |                | /    |          |          |          |      |               |          |          |               | /   | $\vdash\vdash$       |        |                   |          | $\rightarrow$ | -                |       | <del> </del> |  |  |          |           |       | -   | -             | -        |
|    | Preempt 3 Input            | On On   | 8         |          | 1  |         |           |                | 8    |          |          |          |      | 11. **        |          |          |               | 8   | <u> </u>             |        |                   |          |               |                  |       |              |  |  |          |           |       |     |               | -        |
|    | Preempt 4 Input            | On On   | Coord,    |          |  |         |           |                |      |          |          |          | _    |               |          | meter    |               | .2. | <u> </u>             | 11     | 21                | T:       | _             |                  | _     | 1            |  |  |          |           |       |     |               |          |
|    | Preempt 5 Input            | On   On | CIC       | CoØ      | Grow   | 1       | 2         | 3              | 4    | 5        | 6        | 7        | 8    |               |          | Yellow   |               | OF  |                      |        | Cycle '           |          |               | 1 AD             | 14    |              |  |  |          |           |       |     |               |          |
|    | Preempt 6 Input            | On   On | 1         | OFF      |  |         | $\sqcup$  |                |      | <u> </u> |          |          |      |               |          | nable    |               | OF  |                      | Cycle  | Fault             | Action   | 1 1/4         | LAR              | .IVI  |              |  |  |          |           |       |     |               |          |
|    | Preempt 7 Input            | On On   | 2         | OFF      |  | 1       |           |                |      | ₩        |          |          |      |               | Disat    |          |               | OF  |                      |        |                   |          | -             |                  |       |              |  |  |          |           |       |     |               |          |
|    | Preempt 8 Input            | On On   | 3         | OFF      |  |         |           |                |      |          | <u> </u> |          |      |               | ond M    |          |               | 4Ph |                      |        |                   |          | -             |                  |       |              |  |  |          |           |       |     |               |          |
|    | Preempt 9 Input            | On On   | 4         | OFF      |  |         |           |                |      | Щ.       | L        |          |      |               | up Tin   |          |               | 900 |                      |        |                   |          | +             |                  |       |              |  |  |          |           |       |     |               |          |
|    | Preempt 10 Input           | On On   |           | iash P   | hase/O   | iap Se  | ttings    | 11.4           | .2   |          |          | _        |      |               | ble Init |          | $\rightarrow$ | OFI |                      |        |                   |          | +             |                  |       |              |  |  |          |           |       |     |               | - 1      |
|    | In Transition              | On On   | Yel Ø     |          |  | <u></u> |           | $\blacksquare$ |      |          |          | $\vdash$ |      |               |          | Action   |               |     | ARM                  |        | 700               | Crot     | n T-          | air <sup>6</sup> | Stat: | on Li        | <u>ስ</u> ሮ ል፣                                    |  |          | 07/3      | າກ/ວ- |     | Daga          | 10       |
| 81 | FIO Status Alarm           | 1       | Yel (olap | (\$)     |  | 1       |           |                |      |          |          |          |      | <u>ı</u> Enat | ne Kur   | Time     | er I          | ON  |                      |        | 790               | CIUI     | и п           | aiii i           | əldli | on L         | UUAI   |  |          | OTIC      | JU/ Z |     | Page          | IV       |



| Phase Times [1.1.1] |      |      |     |     |          |          |          |      | Coordinati | ion Pat | terns    | [2.4] | and C  | oordir | nation  | Split T           | ables  | [2.7.1 | ]     |        |         |        |        |         |         |      |       |     |             |          |          |        |
|---------------------|------|------|-----|-----|----------|----------|----------|------|------------|---------|----------|-------|--------|--------|---------|-------------------|--------|--------|-------|--------|---------|--------|--------|---------|---------|------|-------|-----|-------------|----------|----------|--------|
|                     | 1    | 2    | 3   | 4   | 5        | 6        | 7        | 8    | Pat#       | Сус     | Off      | Split | Seq    | Pat#   | Сус     | Off               | Split  | Seq    | Pat#  | Сус    | Off     | Split  | Seq    | Pat#    | Сус     | Off  | Split | Seq |             |          |          |        |
| Min Green           | 5    | 10   | 5   |     |          | 10       | 5        |      | 1          | 90      | 75       | 1     | 4      | 13     | 0       | 0                 | 13     | 1      | 25    | 0      | 0       | 0      | 1      | 37      | 0       | 0    | 0     | 1   | 1           | 76       | 337      |        |
| Gap, Ext            | 1    | 3    | 2   |     |          | 2        | 2        |      | 2          | 110     | 95       | 2     | 4      | 14     | 0       | 0                 | 14     | 1      | 26    | 0      | 0       | 0      | 1      | 38      | 0       | 0    | 0     | 1   | 1           |          |          |        |
| Max 1               | 20   | 60   | 30  |     |          | 60       | 30       |      | 3          | 80      | 65       | 3     | 4      | 15     | 0       | 0                 | 15     | 1      | 27    | 0      | 0       | 0      | 1      | 39      | 0       | 0    | 0     | 1   |             |          |          |        |
| Max 2               |      |      |     |     |          |          |          |      | 4          | 0       | 0        | 4     | 4      | 16     | 0       | 0                 | 16     | 1      | 28    | 0      | 0       | 0      | 1      | 40      | 0       | 0    | 0     | 1   | Ring/S      | Startu   | p [1.1.4 | ·]     |
| Yel Clearance       | 4    | 4    |     | 3.5 | 3.5      | 4        | 4        | 3.5  | 5          | 0       | 0        | 5     | 4      | 17     | 0       | 0                 | 17     | 1      | 29    | 0      | 0       | 0      | 1      | 41      | 0       | 0    | 0     | 1   | Phs         | Ring     | Start    | Enable |
| Red Clearance       | 2    | 2    | 2   | 1.5 | 1.5      | 2        | 2        | 1.5  | 6          | 0       | 0        | 6     | 1      | 18     | 0       | 0                 | 18     | 1      | 30    | 0      | 0       | 0      | 1      | 42      | 0       | 0    | 0     | 1   | 1           | 1        | Red      | ON     |
| Walk                |      | 7    |     |     |          | 7        | 7        |      | 7          | 110     | 0        | 7     | 1      | 19     | 0       | 0                 | 19     | 1      | 31    | 0      | 0       | 0      | 1      | 43      | 0       | 0    | 0     | 1   | 2           | 1        | Green    | ON     |
| Ped Clearance       |      | 26   |     |     |          | 16       | 18       |      | 8          | 110     | 0        | 8     | 1      | 20     | 0       | 0                 | 20     | 1      | 32    | 0      | 0       | 0      | 1      | 44      | 0       | 0    | 0     | 1   | 3           | 1        | Red      | ON     |
| Red Revert          |      |      |     |     |          |          |          |      | 9          | 0       | 0        | 9     | 1      | 21     | 0       | 0                 | 21     | 1      | 33    | 0      | 0       | 0      | 1      | 45      | 0       | 0    | 0     | 1   | 4           | 1        | Red      | ON     |
| Add Initial         |      |      |     |     |          |          |          |      | 10         | 0       | 0        | 10    | 1      | 22     | 0       | 0                 | 22     | 1      | 34    | 0      | 0       | 0      | 1      | 46      | 0       | 0    | 0     | 1   | 5           | 2        | Red      | OFF    |
| Max Initial         |      |      |     |     |          |          |          |      | 11         | 0       | 0        | 11    | 1      | 23     | 0       | 0                 | 23     | 1      | 35    | 0      | 0       | 0      | 1      | 47      | 0       | 0    | 0     | 1   | 6           | 2        | Green    | ON     |
| Time B4 Reduct      |      |      |     |     |          |          |          |      | 12         | 0       | 0        | 12    | 1      | 24     | 0       | 0                 | 24     | 1      | 36    | 0      | 0       | 0      | 1      | 48      | 0       | 0    | 0     | 1   | 7           | 2        | Red      | ON     |
| Cars B4 Reduct      |      |      |     |     |          |          |          |      | Split      |         | 1        | 2     | 3      | 4      | 5       | 6                 | 7      | 8      | Split |        | 1       | 2      | 3      | 4       | 5       | 6    | 7     | 8   | 8           | 2        | Red      | ON     |
| Time To Reduce      |      |      |     |     |          |          |          |      | 1          | Coor    | 15       | 30    | 40     | 5      | 0       | 45                | 40     | 5      | 13    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Coord I     | Modes    | [2.1]    |        |
| Reduce By           |      |      |     |     |          |          |          |      |            | 2       | NON      | Max   | NON    | NON    | NON     | Max               | NON    | NON    |       |        | NON     | NON    | NON    | NON     | NON     | NON  | NON   | NON | Test OpM    |          | 0        |        |
| Min Gap             |      |      |     |     |          |          |          |      | 2          | Coor    | 15       | 55    | 35     | 5      | 0       | 70                | 35     | 5      | 14    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Correction  |          | SHRT/LNG |        |
| DyMaxLim            |      |      |     |     |          |          |          |      |            | 2       | NON      | Max   | NON    | NON    | NON     | Max               | NON    | NON    |       |        | NON     | NON    | NON    | NON     | NON     | NON  | NON   | NON | Maximum     |          | MAX 1    |        |
| Max Step            |      |      |     |     |          |          |          |      | 3          | Coor    | 15       | 30    | 30     | 5      | 0       | 45                | 30     | 5      | 15    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Force-Off   |          | Float    |        |
| Options [1.1.2]     | 1    | 2    | 3   | 4   | 5        | 6        | 7        | 8    |            | 2       | NON      | Max   | NON    | NON    | NON     | Max               | NON    | NON    |       |        | NON     | NON    | NON    | NON     | NON     | NON  | NON   | NON | Closed Lo   | op       | ON       |        |
| Enable              | ON   | _    | ON  | ON  |          | _        | ON       | ON   | 4          | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 16    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Stop-in-W   | C.I.I.   | ON       |        |
| Min Recall          |      | ON   |     |     |          | ON       |          |      |            |         | NON      | NON   | NON    | NON    | NON     | NON               | NON    | NON    |       |        | NON     | NON    | NON    | NON     | NON     | NON  | NON   | NON | Auto Rese   |          | ON       |        |
| Max Recall          |      |      |     |     |          |          |          |      | 5          | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 17    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Expand S    | p.c      | OFF      |        |
| Ped Recall          |      |      |     |     |          |          |          |      |            |         | NON      | NON   | NON    | NON    | NON     | NON               |        | NON    |       |        | NON     | NON    |        | _       |         |      |       | NON | Ped Recy    | cle      | NO_RECY( | CLE    |
| Soft Recall         |      |      |     |     |          |          |          |      | 6          | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 18    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Before      |          | TIMED    |        |
| Lock Calls          |      |      | ON  |     |          |          | ON       |      |            |         | _        | NON   | NON    | NON    | NON     | NON               | NON    | NON    |       |        | NON     |        | -      | NON     | _       |      | _     | NON |             |          | TIMED    |        |
| Auto Flash Entry    |      |      |     |     |          |          |          |      | 7          | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 19    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Auto Fl     | <u> </u> |          |        |
| Auto Flash Exit     |      |      |     |     |          |          |          |      |            |         |          | _     | NON    | NON    |         |                   | -      |        |       |        | NON     | _      | -      | NON     | _       |      |       |     | Auto Flash  |          | PH OVER  |        |
| Dual Entry          | _    |      |     |     |          |          |          |      | 8          | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 20    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Flash Yel   |          | 45       |        |
|                     | ON   | ON   | ON  | ON  | ON       | ON       | ON       | ON   |            |         | _        | _     |        | NON    |         | NON               |        |        |       |        | NON     |        | -      |         | -       |      | _     | -   | Flash Red   |          | 20       |        |
| Gaurantee Passage   |      |      |     |     |          |          |          |      | 9          | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 21    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Unit Pa     |          |          |        |
| Rest In Walk        |      |      |     |     |          |          | _        |      |            |         |          | _     | _      | NON    |         |                   |        |        |       |        | NON     | _      | -      | NON     | _       | NON  | NON   |     | Phase Mo    | -00      | STD8     |        |
| Conditon Service    |      |      |     |     |          | <u> </u> | <u> </u> |      | 10         | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 22    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | IO Mode     |          | User     |        |
| Non-Actuated 1      |      |      |     |     |          | <u> </u> | <u> </u> |      |            |         | <u> </u> |       | NON    |        | NON     |                   | NON    |        |       |        | NON     | NON    |        | NON     |         | NON  | NON   | _   | Loc Flsh S  |          | ON       |        |
| Non-Actuated 2      |      |      |     |     |          |          | $\vdash$ |      | 11         | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 23    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Start Flas  | (0)      | 0        |        |
| Add Init Calc       |      |      |     |     | _        |          | _        |      | 40         |         |          | _     | _      | NON    |         |                   | -      |        | 0.1   | •      |         | NON    | -      |         | -       |      | _     |     | Start AllRe | ou(o)    | 0        |        |
| Options+ [1.1.3]    | 1    | 2    | 3   | 4   | 5        | 6        | 7        | 8    | 12         | Coor    | 0        | 0     | 0      | 0      | 0       | 0                 | 0      | 0      | 24    | Coor   | 0       | 0      | 0      | 0       | 0       | 0    | 0     | 0   | Yellow < 3  |          | OFF      |        |
| Reservice           |      |      |     |     |          |          | $\vdash$ |      |            |         | NON      | NON   | NON    | NON    | NON     | NON               | NON    | NON    |       |        | NON     | NON    | NON    | NON     | NON     | NON  | NON   | NON | Display Ti  |          | 20       |        |
| PedClr Thru Yel     |      |      |     |     |          | _        | <u> </u> |      | Page       | #       |          |       |        |        |         |                   |        |        |       |        |         |        |        |         |         |      |       |     | Red Reve    |          | 3        |        |
| Skip Red No Call    |      |      |     |     |          | <u> </u> | <u> </u> |      | 1          |         |          |       |        |        | ons; P  |                   |        |        |       |        |         |        |        |         |         |      |       |     | MCE Time    |          | 0        |        |
| Red Rest            |      |      |     |     | <u> </u> | <u> </u> | <u> </u> |      | 1A&1       | В       |          |       |        |        | ons; F  |                   |        |        |       |        |         |        |        |         |         |      |       |     | Feature P   |          | 0        |        |
| Max II              |      |      |     |     |          | <u> </u> | <u> </u> |      | 2          |         |          |       |        |        | ettings |                   |        |        |       |        |         |        | ited w | ith tin | ne-of-c | day) |       |     | Free Ring   |          | 1        |        |
| Call Phase          |      |      | 8   |     | _        | L        | 4        |      | 3          |         |          |       |        |        | me an   |                   |        |        |       |        |         | ction  |        |         |         |      |       |     | Auxswitch   |          | STOPTM   |        |
| Conflicting Phase   |      |      |     |     |          | <u> </u> | <u> </u> |      | 4          |         |          | _     |        |        | nate P  | hase <sup>-</sup> | Time a | and P  | hase  | Optio  | ns      |        |        |         |         |      |       |     | SDLC Ret    | . ,      | 0        |        |
| Omit Yellow         |      |      |     |     | _        | <u> </u> | <u> </u> |      | 5          |         |          |       | chedu  |        |         |                   | ***    |        | , .   |        |         |        |        | ,       |         |      |       |     | TS2 Det F   |          | ON       |        |
| Ped Delay           |      |      |     |     |          | _        | L        |      | 6          |         |          |       |        |        | oles; ( |                   |        | ible+  | (valu | es vai | ried b  | y time | -of-da | ıy)     |         |      |       |     | Auto Ped    |          | OFF      |        |
| Grn/Ped Delay       |      |      |     |     |          |          | 5        |      | 7          |         |          |       |        |        | cutiry; |                   |        |        | D/C:  |        |         |        | 210    |         |         |      |       |     | SDLC Ret    | 3        | 0        |        |
| 7637                | KI 9 | y KA | MPS | @   | CKO      | IUN      | 1 10     | IN I | 8          |         | Misc     | - Eve | ents/A | ıarms  | ; Call/ | ınhibit           | /Redi  | ect;   | P/ÜL  | AP Au  | ito Fla | ash; ( | JIC; N | viisc L | Jnit Pa | aram |       |     | 04/07       | 122      | Pag      | e 1    |

| Overlap 1 | -16 Program P | arms     | & Parm | n+ [1.5  | .2.1]    | [1.5.2 | 2.2]         |      |     |               |       |        |          |     |                |                |               |                |  |         |          |        |          |   | Coo | rd Tra | nsitio | n, Co   | orPh  | ıs [2.   | 5]      |        |                 |        |      |  |       |          |              |             |
|-----------|---------------|----------|--------|----------|----------|--------|--------------|------|-----|---------------|-------|--------|----------|-----|----------------|----------------|---------------|----------------|--|---------|----------|--------|----------|---|-----|--------|--------|---------|---|----------|---------|--------|-----------------|--------|------|--|-------|----------|--------------|-------------|
|           | Conflict Lock |          |        | verlap L |          |        | OF           | F    | Pa  | arent Ph Clea | rance | Э      | OF       | F   | Ext            | ra Incl        | uded F        | h              | ON   |         |          |        |          |   |     |        | t Long |         |   |          | hortway | Ø      | E-Yld           | Of     | fset | RetHlo   | d Flo | at M     | lin Veh Perm | Min Ped Per |
|           | Included Ø    | 1        | 2 4    | T        |          |        |              | T    | vpe | NORMAL        |       | Includ | led Ø    |     |                |                |               |                |  |         |          | Type   | NORMAL   |   | 1   | 12     | 22     |         |   | 8        | T       |        |                 | Enc    | IGRN | ON   |       |          |              | ON          |
| 1         | Modifier Ø    |          |        |          |          |        |              |      | Grn |               |       | Modif  |          |     |                |                |               |                | 1  |         |          | Grn    |          |   | 2   | 12     |        |         |   | 8        |         |        |                 |        | IGRN | ON   | +     | -        |              | ON          |
|           | Conflict Ø    | 3        |        |          |          |        |              |      | Yel | 4             |       | Confl  |          |     |                |                |               |                | $\dashv$   |         |          | Yel    | 3.5      |   | 3   | 12     |        |         | _   | 8        |         |        |                 |        | IGRN |  | +     |          |              |             |
| Α         | Conflict Olap | Ť        |        |          |          |        |              |      | Red | 2             |       |        | ict Olar | ,   |                |                |               |                | $\dashv$   |         |          | Red    |          |   | 4   | 12     |        |         | +   | Ť        |         |        |                 |        | IGRN | 1  | +     |          |              |             |
| ^         |               |          |        | -        |          |        |              | _    | LG  |               |       |        | ict Ped  |     |                |                |               | _              | +  | -       | -        | LG     |          |   | _   |        | _      | +       | +   |          | -       |        |                 |        | IGRN | 1  | +     |          |              |             |
|           | Conflict Ped  |          | _      |          |          |        |              |      |     |               |       |        |          |     |                | -              |               | _              | +  | _       |          |        |          |   | 5   | 12     |        | +       | -   |          | -       |        |                 | _      |      |  | +     |          |              |             |
|           | Included Ø    | 6        | 8      |          | <u> </u> |        |              |      |     | NORMAL        |       |        | led Ø    |     |                |                |               |                | _  |         |          |        | NORMAL   |   | 6   | 12     |        |         |   |          |         |        |                 |        | IGRN |  |       |          |              |             |
| 2         | Modifier Ø    |          |        |          |          |        |              |      | Grn |               | 10    | Modif  |          |     |                |                |               |                | _  |         |          | Grn    |          |   | 7   | 12     |        |         |   | 8        |         |        |                 |        | IGRN |  |       |          |              | ON          |
|           | Conflict Ø    |          |        |          |          |        |              |      | Yel | 4             |       | Confl  |          |     |                |                |               |                |  |         |          | Yel    | 3.5      |   | 8   | 12     |        |         | 4   | 8        |         |        |                 |        | IGRN | ON   |       |          |              | ON          |
| В         | Conflict Olap |          |        |          |          |        |              | F    | Red | 2             |       |        | ict Olar |     |                |                |               |                |  |         |          | Red    | 1.5      |   | 9   | 12     | 22     |         |   |          |         |        |                 |        | IGRN |  |       |          |              |             |
|           | Conflict Ped  |          |        |          |          |        |              |      | LG  |               |       | Confl  | ict Ped  |     |                |                |               |                |  |         |          | LG     |          |   | 10  | 12     | 22     |         |   |          |         |        |                 | End    | IGRN |  |       |          |              |             |
|           | Included Ø    | 1        |        |          |          |        |              | T    | ype | NORMAL        |       | Includ | led Ø    |     |                |                | П             |                | Т  |         |          | Туре   | NORMAL   |   | 11  | 12     | 22     |         |   |          |         |        |                 | Enc    | IGRN |  |       |          |              |             |
| 3         | Modifier Ø    |          |        |          |          |        |              |      | Grn |               | 11    | Modif  | ier Ø    |     |                |                |               |                |  |         |          | Grn    |          |   | 12  | 12     | 22     |         |   |          |         |        |                 | Enc    | IGRN |  |       |          |              |             |
| -         | Conflict Ø    |          |        |          |          |        |              |      | Yel | 4             |       | Confl  |          |     |                |                |               |                | $\top$   |         |          | Yel    | 3.5      |   | 13  | 12     |        |         |   |          |         |        |                 |        | IGRN |  |       |          |              |             |
| С         | Conflict Olap |          |        | _        |          |        |              | _    | Red | 2             |       |        | ict Olar | ,   |                | t              |               |                | +  |         |          | Red    |          |   | 14  | 12     |        | 1       | +   |          |         |        |                 | _      | IGRN |  | 1     |          |              |             |
|           | Conflict Ped  |          |        |          |          |        |              |      | LG  |               |       |        | ict Ped  |     |                |                |               |                | +  | _       |          | LG     |          |   | 15  | 12     |        |         | +   |          |         |        |                 |        | IGRN |  | _     | _        |              |             |
|           |               |          | +      | +        |          |        |              |      |     | NODMA!        |       |        |          |     | 2              | 0 1            | +             | +              | +  | +       | +        |        | NORMAL   |   |     |        |        | +       | +   | $\vdash$ |         |        |                 |        |      | <b> </b>   | +     | +        |              |             |
|           | Included Ø    | $\vdash$ |        |          | $\vdash$ |        |              |      |     | NORMAL        |       |        | led Ø    |     | 2              | ŏ              | }             | +              | -  |         | +-       |        | NUKMAL   | _ | 16  | 12     |        | +       | -   | 1        |         |        |                 |        | IGRN | <u> </u>   | -     |          |              |             |
| 4         | Modifier Ø    |          |        | _        |          |        |              |      | Grn |               |       | Modif  |          |     |                |                |               | _              | _  | _       | _        | Grn    |          |   | 17  | 12     | _      | 1       | 1   |          |         |        |                 |        | IGRN | <u> </u>   | _     |          |              |             |
|           | Conflict Ø    |          |        |          | Ш        |        |              |      | Yel | 3.5           |       | Confl  |          |     |                |                |               |                | _ _  | _ _     | _        | Yel    | 4        |   | 18  | 12     |        | 1       | 1   |          |         |        |                 |        | IGRN | ļ  |       | _ _      |              |             |
| D         | Conflict Olap |          |        |          |          |        |              |      | Red | 1.5           |       |        | ict Olar |     |                |                |               |                |  |         |          | Red    | 2        |   | 19  | 12     | _      |         |   |          |         |        |                 | _      | IGRN |  |       |          |              |             |
|           | Conflict Ped  |          |        |          |          | I      | $oxed{oxed}$ |      | LG  |               |       | Confl  | ict Ped  |     |                |                |               |                | $\perp$  |         |          | LG     |          |   | 20  | 12     | 22     | $\perp$ | ╧   | $\perp$  |         | ]      | L_ <sup>-</sup> | Enc    | IGRN |  | ╧     |          |              |             |
|           | Included Ø    |          |        |          |          |        |              | T    | ype | NORMAL        |       | Includ | led Ø    |     |                | 1              |               |                | Т  |         |          | Туре   | NORMAL   |   | 21  | 12     | 22     |         |   |          |         |        |                 | Enc    | IGRN |  |       |          |              |             |
| 5         | Modifier Ø    |          |        |          |          |        |              |      | Grn |               |       | Modif  |          |     |                | T              | T             |                |  |         |          | Grn    |          |   | 22  | 12     | _      | 1       |   |          |         |        |                 |        | IGRN |  | 1     |          |              |             |
|           | Conflict Ø    |          |        |          |          |        |              |      | Yel | 3.5           |       | Confl  |          |     |                |                |               |                | $\dashv$   |         |          | Yel    | 3.5      |   | 23  | 12     |        |         |   |          |         |        |                 |        | GRN  |  | +     |          |              |             |
| E         | Conflict Olap |          |        |          |          |        |              |      | Red | 1.5           |       |        | ict Olar | ,   |                |                |               |                | $\dashv$   |         |          | Red    |          |   | 24  | 12     |        |         |   |          |         |        |                 |        | IGRN | 1  | +     |          |              |             |
| _         | Conflict Ped  |          |        |          |          |        |              |      | LG  | 1.0           |       |        | ict Ped  |     |                |                |               |                | +  | _       |          | LG     | 1.0      |   | 25  | 12     |        |         | +   |          |         |        |                 |        |      |  | _     | _        |              |             |
|           |               |          | -      |          |          |        |              |      |     |               |       |        |          |     |                | -              |               | _              | +  | _       |          |        |          |   |     |        | +      | +       | -   |          | -       |        |                 |        | GRN  |  | +     |          |              |             |
|           | Included Ø    | 4        | 6      |          | <u> </u> |        |              |      |     | NORMAL        |       |        | led Ø    |     |                |                |               |                | _  |         |          |        | NORMAL   |   | 26  |        |        |         |   |          |         |        |                 |        | GRN  |  |       |          |              |             |
| 6         | Modifier Ø    |          |        |          |          |        |              |      | Grn |               |       | Modif  |          |     |                |                |               |                | _  |         |          | Grn    |          |   | 27  |        |        |         |   |          |         |        |                 |        | GRN  |  |       |          |              |             |
|           | Conflict Ø    |          |        |          |          |        |              |      | Yel | 4             |       | Confl  |          |     |                |                |               |                |  |         |          | Yel    | 3.5      |   | 28  |        |        |         |   |          |         |        |                 | Beg    | GRN  |  |       |          |              |             |
| F         | Conflict Olap |          |        |          |          |        |              | F    | Red | 2             | N     | Confl  | ict Olap | )   |                |                |               |                |  |         |          | Red    | 1.5      |   | 29  |        |        |         |   |          |         |        |                 | Beg    | GRN  |  |       |          |              |             |
|           | Conflict Ped  |          |        |          |          |        |              |      | LG  |               |       | Confl  | ict Ped  |     |                |                |               |                |  |         |          | LG     |          |   | 30  |        |        |         |   |          |         |        |                 | Beg    | GRN  |  |       |          |              |             |
|           | Included Ø    |          |        |          | П        |        |              | I    | ype | NORMAL        |       | Includ | led Ø    |     |                |                | Т             |                | Т  |         |          | Туре   | NORMAL   |   | 31  |        |        |         |   |          |         |        |                 | Beg    | JGRN |  |       |          |              |             |
| 7         | Modifier Ø    |          |        |          |          |        |              |      | Grn |               |       | Modif  |          |     |                |                |               |                | $\top$   |         |          | Grn    |          |   | 32  |        |        |         |   |          |         |        |                 |        | GRN  |  |       |          |              |             |
|           | Conflict Ø    |          |        |          |          |        |              |      | Yel | 3.5           |       | Confl  |          |     |                |                |               |                |  |         |          | Yel    | 3.5      |   | 33  |        |        | +       |   |          |         |        |                 |        | GRN  |  | +     |          |              |             |
| G         | Conflict Olap |          |        |          |          |        |              |      | Red | 1.5           |       |        | ict Olar |     |                |                |               |                |  | _       |          | Red    |          |   | 34  |        | +      | +       | -   |          |         |        |                 |        | GRN  |  | +     |          |              |             |
| 9         |               |          |        | -        | 1        |        |              |      |     | 1.0           |       |        |          |     |                |                |               | _              |  | _       |          |        | 1.5      |   |     |        | 1      | -       | -   |          |         |        |                 |        |      |  |       | _        |              |             |
|           | Conflict Ped  |          |        | +        | $\sqcup$ |        | _            |      | LG  |               |       |        | ict Ped  |     | -              | $\rightarrow$  | $\rightarrow$ | _              | +  | +       |          | LG     |          |   | 35  |        | 1      | -       | _   |          |         |        |                 |        | GRN  |  | -     |          |              |             |
|           | Included Ø    |          |        | _        | $\sqcup$ |        |              |      |     | NORMAL        |       | Includ |          |     |                |                |               | _              |  | _       |          | Туре   | NORMAL   |   | 36  |        |        | 1       | _   |          |         |        |                 |        | GRN  | <u> </u>   | _     |          |              |             |
| 8         | Modifier Ø    |          |        |          |          |        |              | _    | Grn |               |       | Modif  |          |     |                |                |               |                |  |         |          | Grn    |          |   | 37  |        |        | 1       | $\bot$  |          |         |        |                 |        | GRN  | <u> </u>   | _     |          |              |             |
|           | Conflict Ø    |          |        |          |          |        |              |      | Yel | 3.5           |       | Confl  |          |     |                |                |               |                |  |         |          | Yel    | 3.5      |   | 38  |        |        |         |   |          |         |        |                 |        | GRN  |  |       |          |              |             |
| Н         | Conflict Olap |          |        |          |          |        |              | F    | Red | 1.5           | Р     | Confl  | ict Olap | )   |                | ]              |               |                | $oldsymbol{ol}}}}}}}}}}}}}}}}$ |         |          | Red    | 1.5      |   | 39  |        |        |         | $oldsymbol{ol}}}}}}}}}}}}}}}}}}}}}$ |          |         |        |                 |        | GRN  |  |       |          |              |             |
|           | Conflict Ped  |          |        |          |          |        |              |      | LG  |               |       | Confl  | ict Ped  |     |                |                |               |                |  |         |          | LG     |          |   | 40  |        |        |         |   |          |         |        |                 |        | GRN  |  |       |          |              |             |
| Channe    | l Settings [1 | .8.11    |        |          |          |        |              |      |     |               |       |        |          |     |                |                |               |                |  |         |          |        |          |   | 41  |        |        |         |   |          |         |        |                 |        | GRN  |  |       |          |              |             |
|           | nnel ->>      | 1        | 2 3    | 1 4      | 5        | 6      | 7            | 8    | 9   | 10            | 11    | 12     | 13       | 14  | 15             | 16             | 17            | 18 1           | 9 2  | 0 2     | 1 22     | 23     | 24       |   | 42  |        | 1      | 1       | 1   |          |         |        |                 |        | GRN  |  | 1     | $\dashv$ |              |             |
| Phase / C |               |          | 12 3   | _        |          | 6      |              | _    | 1   | 7             | 2     |        | 3        | 2   |                |                |               | <u>. U   I</u> | J   Z  |         |          |        | <u> </u> | = | 43  |        | 1      | 1       | +   | +        |         |        |                 |        | GRN  | 1  | +     | +        |              |             |
|           |               |          |        |          | VEU      |        |              |      |     |               |       |        |          |     | \/F::          | VE             | VE:::         | /EU \/*        | -11  | -11 1/- | 11 1/1-1 | 1 1/51 | \/===    |   | 43  |        | -      | 1       | +   | 1        |         |        |                 |        |      | <del>                                     </del> | +     | +        |              |             |
| Channel   |               |          | OLP VE |          |          |        |              |      |     |               |       |        |          |     |                |                |               |                |  |         |          | VEH    |          | _ |     | _      | -      | +       | -   | 1        |         |        |                 |        | GRN  | <u> </u>   | -     |          |              |             |
| Channel   | riash         | Red      | Red Re | a Red    | Red      | Red    | Red          | Ked  | Ked | Red           | Red   | Red    | Red      | Red | Red            | Ked            | DRK [         | KK DI          | KK D   | KK DR   | K DR     | K DRK  | DRK      |   | 45  |        | 4      | 1       | 1   |          | _       |        |                 |        | GRN  |  | 4     | _        |              |             |
| Alt Hz    |               | Ш        |        |          | Ш        |        |              |      |     |               | Ш     |        |          |     |                |                | L             |                |  |         |          |        |          |   | 46  |        |        | 1       | _   |          |         |        |                 |        | GRN  |  | _     |          |              |             |
|           | I+ Settings   |          |        |          |          |        |              |      |     |               |       |        |          |     |                |                |               |                |  |         |          |        |          |   | 47  |        |        |         |   |          |         |        |                 |        | JGRN |  |       |          |              |             |
| Char      | nnel ->>      | 1        | 2 3    | 4        | 5        | 6      | 7            | 8    | 9   | 10            | 11    | 12     | 13       | 14  | 15             | 16             | 17            | 18 1           | 9 2  | 20 2    | 1 22     | 23     | 24       |   | 48  |        |        |         | $oldsymbol{ol}}}}}}}}}}}}}}}}}}}}}$ |          |         |        |                 | Beg    | JGRN |  |       |          |              |             |
| Flash Re  | d+            |          |        |          |          |        |              |      |     |               |       |        |          |     |                |                |               |                |  |         |          |        |          |   | Cha | nnel   | Parar  | ns[1.   | 8.31  |          |         |        |                 |        |      |  |       |          |              |             |
| Flash Yel |               |          |        |          | $\Box$   |        |              |      |     |               | H     |        |          |     |                |                | -†            | $\dashv$       | $^{\dagger}$   | -       | 1        | 1      |          |   |     |        | О Мо   |         |   |          | Si      | ngle I | BIU Ma          | ar SIN | GI F |  | Inv   | ert F    | Rail Input   | OFF         |
| Flash Gre | _             |          | -      | -        | $\vdash$ |        |              | -    | -   |               | H     |        |          |     | <del>-  </del> | <del>-  </del> | $\dashv$      | +              | +  | -       | +        | 1      |          |   |     |        | 0      | -       | 0.  | -01      | J.      | . 5.0  |                 | , 5,,, |      |  |       |          |              |             |
|           | _             |          |        |          | $\vdash$ |        |              |      |     |               | H     |        |          |     |                |                |               | +              | +  |         | -        | -      | 1        |   |     |        |        |         |   |          |         |        |                 |        |      |  |       |          |              |             |
| Flash Inh |               |          |        | _        | $\sqcup$ |        |              |      |     |               | Ш     |        |          |     |                |                |               | _              |  | _       |          |        |          |   |     |        |        |         |   |          |         |        |                 |        |      |  |       |          |              |             |
| Olap Ovr  |               |          |        |          |          |        |              |      |     |               |       |        |          |     |                |                |               |                |  |         |          |        |          |   |     |        |        |         |   |          |         |        |                 |        |      |  |       |          |              |             |
|           | 7637 RT       | 9 R/     | AMPS   | @ CI     | ROT      | ON     | POI          | A TV | VE  |               |       |        |          |     |                |                |               |                | 04/0   | 7/22    |          | P      | age 2    |   |     |        |        |         |   |          |         |        |                 |        |      |  |       |          |              |             |
|           |               |          |        |          |          |        |              |      |     |               |       |        |          |     |                |                |               |                |  |         |          |        |          |   |     |        |        |         |   |          |         |        |                 |        |      |  |       |          |              |             |

| Veh Par  | 1-64     | [5.1     | ]      |     |          |        |     |       |          | ,    | Veh Pa   | ar 1-6   | 64 [5. | 1]       |              |  |     |          |          |       | Ve   | hicle | Ор           | tions | s 1-6    | 4 [5.2   | ?]   |  |          |  | Vel     | nicle | Opti     | ons | 1-64            | [5.2]    |      |      |          |  | Parar    | neter  | s+    | 1-64    | [5.  | 3]       |     |           |
|----------|----------|----------|--------|-----|----------|--------|-----|-------|----------|------|----------|----------|--------|----------|--------------|--|-----|----------|----------|-------|------|-------|--------------|-------|----------|--|--|--|----------|--|---------|-------|----------|-----|-----------------|----------|------|------|----------|--|----------|--------|-------|---------|------|----------|-----|-----------|
| Det      |          |          | Dlay   | Ext | Que      |        |     |       | Err      |      | Det      |          | I Swi  | Dlay     | Ext          | Que  | No  |          | Err      |       |      |       | Call         | Ext   | Que      |  |  |  |          | vol  |         |       | Call     | Ext | Que             |          |      |      |          | vo   |          | ОС     | 0     | OC 0    | c D  | lay Di   | lay | Type Src  |
| #        | Ø        | Ø        |        |     |          | Act    |     |       |          | Time | #        | Ø        |        |          |              |  | Act |          | Cnt      | Time  | 9 7  | #     |              |       |          | Init   | Lock   | Lock   | (        |  | #       |       |          |     | - /             | AddIni   | Lock | Lock |          |  | #        | G      | )     | YF      | ₹    | 1 :      |     |           |
| 1        | 6        |          |        |     |          |        | _   | 45 5  | _        | _    | 33       | 8        | _      | 3        |              |  |     |          | 50       |       |      |       | ON           |       |          | ON   |  |  |          |  | 33      |       | NC       |     |                 | ON       |      |      |          |  | 1        |        |       |         |      |          |     | NORM      |
| 2        | 2        |          |        |     |          |        |     |       |          | 40   | 34       | 8        |        | 3        |              |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  |  |          |  | 34      |       | NC       |     |                 | ON       |      |      |          |  | 2        |        |       |         |      |          |     | NORM      |
| 3        | 3        |          |        |     |          |        | _   | _     | 50       | _    | 35       | 4        | _      | 3        |              |  |     |          | 50       |       |      |       | ON           |       |          | ON   |  |  |          |  | 3       |       | NC       |     |                 | ON       |      |      |          |  | 3        |        |       | _       |      |          |     | NORM      |
| 4        | 7        |          |        |     |          |        |     | _     |          | 20   | 36       | 4        | _      | 3        |              |  |     |          | 50       |       |      |       | ON           |       |          | ON   |  | <u> </u>   |          |  | 30      |       | NC       |     |                 | ON       |      |      |          |  | 4        |        | _     |         | _    |          |     | NORM      |
| 5        | 2        |          |        |     |          |        | _   |       | _        | 40   | 37       | 4        | _      | 2        |              |  |     | 45       |          |       | _    |       | ON           |       |          | ON   |  | <u> </u>   |          |  | 3       |       |          | ON  |                 | ON       |      |      |          |  | 5        |        | _     |         | _    |          |     | NORM      |
| 6        | 6        |          |        |     |          | -      | _   |       |          | 40   | 38       | 4        | -      | 2        | <u> </u>     |  | -   |          | 50       |       |      |       | ON           |       |          | ON   |  | ļ  |          | -  | 38      |       | NC       |     |                 | ON       |      |      | <u> </u> |  | 6        |        | 4     |         | _    | _        | _   | NORM      |
| 7        | 7        |          |        |     |          |        |     |       | 50       |      | 39       |          |        |          |              |  |     | 45       |          |       |      |       | ON           | -     |          | ON   |  |  |          |  | 39      |       |          | ON  |                 | ON       |      |      | <u> </u> | <u> </u>   | 7        |        |       |         | _    |          |     | NORM      |
| 8        | 6        |          |        |     |          | -      |     |       |          | 40   | 40       |          | -      | -        |              |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  |  |          | ļ  | 40      |       | NC       |     |                 | ON       |      |      | <u> </u> | -  | 8        |        | 4     | _       | 4    | _        |     | NORM      |
| 9        | 3        |          |        |     |          | -      | _   | _     |          | 2    | 41       |          | -      | <u> </u> | <u> </u>     |  |     | 45       |          |       | _    |       | ON           |       |          | ON   |  | <u> </u>   | -        |  | 4       |       |          | ON  |                 | ON       |      |      |          |  | 9        |        | -     | _       | +    | _        |     | NORM      |
| 10       |          |          | _      |     |          | -      |     |       | 50       | 2    | 42       |          | -      | -        | <u> </u>     |  | -   | 45       |          |       |      |       | ON           |       |          | ON   |  | -  |          | -  | 4:      |       | NC       |     |                 | ON       |      |      | <u> </u> |  | 10       |        | 4     |         | _    | _        |     | NORM      |
| 11       | 1        | 2        | 8      |     |          | -      | _   | _     |          | 40   | 43       |          | -      | <u> </u> | <u> </u>     |  |     | 45       |          |       | _    |       | ON           |       |          | ON   |  | <u> </u>   | -        |  | 43      |       | _        | ON  |                 | ON       |      |      |          |  | 11       |        | -     | _       | +    | _        | _   | NORM      |
| 12       | 2        | $\vdash$ |        |     | -        | -      | _   | _     |          | 40   | 44       |          | -      | _        | 1-           | 1  | -   | 45       |          |       |      |       | ON           |       |          | ON   | 1  | <del>                                     </del> |          | 1  | 4       |       | NC       |     | $\vdash$        | ON       |      |      | <u> </u> | ┢  | 12       | _      | +     | -       | +    |          |     | NORM      |
| 13       | 3        |          |        |     |          | -      | _   |       |          | 2    | 45       |          |        | 1        | ╄            | <del>                                     </del> | 1-  | 45       |          |       |      |       | ON           |       | <u> </u> | ON   | <del>                                     </del> | <u> </u>   |          | <del>                                     </del> | 4:      |       |          | ON  | $\vdash \vdash$ | ON       |      |      | <u> </u> | 1  | 13       | 1      | -     | -       | -    |          |     | NORM      |
| 14       | 7        | Н        |        |     | -        | -      | _   | _     | _        | 2    | 46       | -        | -      | ├        | 1-           | 1  | 1-  |          | 50       |       |      |       | ON<br>ON     |       |          | ON   | 1  | <u> </u>   |          | 1  | 40      |       | NC<br>NC |     | $\vdash$        | ON<br>ON |      |      | <u> </u> | +  | 14       | 1      | +     | +       | +    |          | _   | NORM      |
| 15       | 2        |          |        |     |          |        | _   |       |          | 40   | 47       |          | -      | -        | 1            |  |     | 45       |          |       |      |       |              |       |          | ON   |  |  | -        |  | 4       |       |          |     |                 |          |      |      | -        | -  | 15       |        | +     | -       | +    | _        | _   | NORM      |
| 16<br>17 | 6<br>7   |          |        |     |          | -      |     |       | 50<br>50 | 2    | 48<br>49 |          | -      | 1        | +            | -  | 1   | 45       | 50       |       |      |       | ON<br>ON     |       |          | ON   | -  | -  |          | 1  | 49      |       | NC<br>NC |     |                 | ON<br>ON |      |      | -        | 1  | 16<br>17 |        | +     | +       | +    |          |     | NORM NORM |
|          |          |          |        |     |          |        |     |       | _        | _    |          |          | -      | -        | 1            |  |     |          | 50<br>50 |       |      |       | ON           |       |          | ON   |  |  | -        |  |         |       | ON       |     |                 | ON       |      |      | -        | -  |          |        | +     | -       | +    | _        |     | NORM      |
| 18<br>19 | 6        |          |        |     |          |        |     |       | อบ<br>50 | 2    | 50<br>51 |          | -      | -        | 1            |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  |  | -        |  | 50<br>5 |       | ON       |     |                 | ON       |      |      | -        | -  | 18<br>19 |        | +     | -       | +    | _        |     | NORM      |
| 20       | 6        |          |        |     |          |        |     |       | 50<br>50 |      | 52       |          | -      | 1        |              |  | -   | 45       |          |       |      |       | ON           |       |          | ON   |  | <u> </u>   | -        | 1  | 5       |       | ON       |     |                 | ON       |      |      |          | <u> </u>   | 20       |        | +     |         | -    | _        |     | NORM      |
| 21       | 0        |          |        |     |          | -      | _   | _     | 50<br>50 |      | 53       |          | -      | 1        | <del> </del> |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  |  |          |  | 5       |       | ON       |     |                 | ON       |      |      |          | -  | 21       |        | +     |         | +    | _        |     | NORM      |
| 22       |          |          |        |     |          | -      | _   |       | 50<br>50 |      | 54       |          | -      | 1        | <del> </del> |  |     |          | 50       |       |      |       | ON           |       |          | ON   |  |  |          |  | 54      |       | ON       |     |                 | ON       |      |      |          | -  | 22       |        | +     |         | +    | _        |     | NORM      |
| 23       |          |          |        |     |          | -      |     |       | 50       | - 1  | 55       |          | -      | +        | 1            |  | -   |          | 50       |       |      |       | ON           |       |          | ON   |  | -  | +        | 1  | 5       |       | ON       |     |                 | ON       |      |      |          | <del>                                     </del> | 23       |        | +     |         | +    |          |     | NORM      |
| 24       |          |          |        |     |          |        | _   |       | 50       |      | 56       |          | -      | 1        | 1            |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  | <u> </u>   |          |  | 50      |       |          | ON  |                 | ON       |      |      |          |  | 24       |        | +     |         | +    | _        | _   | NORM      |
| 25       | 2        |          |        |     |          |        |     |       | 50       | 40   | 57       |          | -      | 1        | 1            |  |     |          | 50       |       |      |       | ON           |       |          | ON   |  | <u> </u>   |          |  | 5       |       | ON       |     |                 | ON       |      |      |          |  | 25       |        | +     |         | +    | _        |     | NORM      |
| 26       | 2        |          |        |     |          |        | _   |       | _        | 40   | 58       |          | _      |          |              |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  |  | 1        |  | 58      |       |          | ON  |                 | ON       |      |      |          |  | 26       |        | ╁     | _       | +    | _        |     | NORM      |
| 27       |          |          |        |     |          | +      | _   | _     | 50       | 40   | 59       |          | +      | 1        | 1            |  | 1   | 45       |          |       |      |       | ON           |       |          | ON   |  |  | +        |  | 59      |       | ON       |     |                 | ON       |      |      |          |  | 27       |        | +     | +       | +    | -        |     | NORM      |
| 28       |          |          |        |     |          | +      |     |       | 50       | - 1  | 60       |          | +      | 1        | 1            |  | 1   | 45       |          |       |      |       | ON           |       |          | ON   |  |  | +        |  | 60      |       |          | ON  |                 | ON       |      |      |          |  | 28       |        | +     | +       | +    | -        |     | NORM      |
| 29       | 1        |          | 2      |     |          |        |     |       | 50       | 13   | 61       |          | +      | 1        | 1            |  |     | 45       |          |       |      |       | ON           | -     |          | ON   |  |  |          |  | 6       |       |          | ON  |                 | ON       |      |      |          | H  | 29       |        | +     | _       | +    | _        |     | NORM 1    |
| 30       | 1        |          | 2      |     |          |        |     |       | 50       | 8    | 62       |          |        |          |              |  |     | 45       |          |       |      |       | ON           |       |          | ON   |  |  |          |  | 6:      |       |          | ON  |                 | ON       |      |      |          |  | 30       |        | +     | _       | +    |          |     | NORM 11   |
| 31       | 2        |          | -      |     |          |        |     | 45 5  |          | Ť    | 63       |          |        |          |              |  |     |          | 50       |       |      |       | ON           |       |          | ON   |  |  |          |  | 6       |       | ON       |     |                 | ON       |      |      |          |  | 31       |        | +     | _       | +    |          |     | NORM 1    |
| 32       | 2        |          |        |     |          | +      |     | 45 5  |          | 1    | 64       |          | +      | t        | 1            | l  | t   |          | 50       |       |      |       | ON           |       |          | ON   | l  |  |          | t  | 64      |       |          | ON  |                 | ON       |      |      |          | t  | 32       |        | t     | $\top$  | +    | $\dashv$ |     | NORM 11   |
| Paramet  |          | 1-6      | 4 [5 3 | 31  |          |        |     |       |          |      | <u> </u> | 1        |        | _        |              |  |     |          | , 50     |       |      |       |              | -11   |          | , J.1  |  |  | _        | Ped  | Det     |       |          |     |                 | -11      |      |      |          | _  | UL.      | Uni    | t P   | aram    | nter | s [1.2   |     |           |
| Det      |          |          | _      | •   | Dla      | у Туре | .9  | Src [ | Det      | осс  | occ      | 000      | Dlay   | Dlav     | /            |  | Src | Det      | occ      | осс   | 0    | cc I  | Olav         | Dlav  | Туре     | Src  | T  | Det  | Cal      | _  |         |       | Err      | ,   |                 |          |      |      |          | TS   | 2 Det Fa |        |       |         |      | ON       |     |           |
| #        |          |          | Red    | 1   | 2        |        |     |       |          | Grn  | Yell     | Rec      |        | 2        | T            | ype  | 0.0 | #        | Grn      | Yell  |      | ed    | 1            | 2     | .,,,,    | 0.3  |  | #  | Ø        |  |         |       | Ont      |     |                 |          |      |      |          | _  | ol/Occ F |        | rt D  | arm     | [1.6 | _        | 1   |           |
| 33       | JIII     | 1 611    | 1100   |     |          |        | )   |       |          | Jiii | 1011     | 1100     | _      |          | NOT          | M  |     |          |          | 7 011 | - '\ | Ju    | -            | _     | NOD      |  | 1  |  | 2        | ٨٠١  | 1:      |       | JIIC     |     |                 |          |      |      |          | 70   | Vol/Oc   |        |       |         |      |          | 0   |           |
| 33       | $\vdash$ | Н        |        |     | -        | NOF    |     | 3 4   |          |      |          | +-       | +-     | $\vdash$ | NOR          |  | ┼   | 55<br>56 |          |       | _    |       |              |       | NOR      |  | +  | 2  | 6        | <del>                                     </del> | 1:      | _     | $\dashv$ |     |                 |          |      |      |          | $\vdash$   | Vol/Oc   |        |       |         |      |          | 0   |           |
| 35       | H        | $\vdash$ |        |     |          | NOF    |     | 4 4   |          | -    |          | 1-       | -      | $\vdash$ | NOR          |  | 1   | 57       |          | -     | +    |       | -            |       | NOR      |  | +  | 3  | 7        | 1  | 1:      |       | $\dashv$ |     |                 |          |      |      |          | _  | V 01/00  | o reli | iou l | wiifiUl | ıcə  | 1_7      | 0   |           |
| 36       | $\vdash$ | Н        |        |     | -        | NOF    |     | 7 4   |          |      |          | +-       | +-     | $\vdash$ | NOR          |  | ┼   | 58       | <u> </u> |       | _    |       |              |       | NOR      |  | +  | 4  | 2        | <del>                                     </del> | 1:      |       | $\dashv$ |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 37       | H        |          |        |     |          | NOF    |     | 14 4  |          | -    |          | 1        | -      | 1        | NOR          |  | 1   | 59       |          |       | -    | -     | -            |       | NOR      | <del>                                     </del> | +  | 5  | -        | 1-   | 1:      | _     | -        |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 38       | H        | $\vdash$ |        |     | -        | NOF    |     | 17 4  |          |      |          | 1        | -      | $\vdash$ | NOR          |  | 1   | 60       |          |       | -    |       |              |       | NOR      | 1  | †  | 6  |          | 1  | 1:      |       | -        |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 39       | H        | H        |        |     | $\vdash$ | NOF    |     |       | 50       |      |          | +        | -      | $\vdash$ | NOR          |  | 1   | 61       |          |       | +    |       |              |       | NOR      |  | †  | 7  |          | 1  | 1:      | _     | $\dashv$ |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 40       | H        | $\vdash$ |        |     |          | NOF    |     |       | 51       | -    |          | 1        | +      | +        | NOR          |  | 1   | 62       |          |       | +    | -     | <del>-</del> |       | NOR      |  | †  | 8  |          | 1  | 1:      |       | $\dashv$ |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 41       | H        | H        |        |     |          | NOF    |     |       | 52       |      |          | 1        | +      | 1        | NOR          |  |     | 63       |          |       | -    |       | _            |       | NOR      |  | †  |  | <u> </u> | _  | 1 1     | _     | _        |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 42       | H        | H        |        |     |          | NOF    | _   |       | 53       |      |          | 1        | +      | 1        | NOR          |  |     | 64       |          |       | -    |       | _            |       | NOR      |  | †  |  |          |  |         |       |          |     |                 |          |      |      |          |  |          |        |       |         |      |          |     |           |
| 43       |          | $\vdash$ |        |     |          | NOF    | +   |       | 54       |      |          | $\vdash$ | +      |          | NOR          |  | 1   | 04       |          | ##1   | , pt | 0 D   | A NAD        |       |          | OTON   | ייסם   | NT A   | VE       |  |         |       |          |     |                 |          |      |      |          |  |          |        |       | 4/7/2   | 202  | 2        | Dar | 70 3      |
| 43       |          |          |        |     |          | NUF    | il. |       | J4       |      |          | 1        |        | 1        | NOR          | LIVI   | 1   |          |          | HHH   | · KI | 3 K   | HIVIP        | 3 W   | CKC      | אטוכ   | FUII   | NI A   | VE       |  |         |       |          |     |                 |          |      |      |          |  |          |        |       | 4///    | ZUZ  | _        | ra  | ge 3      |

| Preemption 7   | Times [3 1   | 1 Ontions | + [3 6]     |          |         |   | Track  | Clear F         | has      | 'ו פפ  | 3 21 Tı | ack ( | :lear    | Overla    | ns+      | [3 5]         |       | _  |
|----------------|--------------|-----------|-------------|----------|---------|---|--------|-----------------|----------|--|---------|-------|----------|-----------|----------|---------------|-------|----|
| Pre #          | Enable       | Type      | Output      | Delay    | MinDura | 1 |        | Track Pl        |          |  | Track   |       |          | OVCITA    | ps.      | [0.0]         |       |    |
| 1              | ON           | RAIL      | Dwell       | Bolay    | Bara    |   | 1      | I               | lucc     | Ĭ  | Track   | I     |          | l         |          | П             |       | Г  |
| 2              | ON           | RAIL      | Dwell       |          |         |   | 2      |                 |          |  |         |       |          |           |          |               |       | H  |
| 3              | ON           | EMERG     | Dwell       | 10       |         |   | 3      |                 |          |  |         |       |          |           |          |               |       | H  |
| 4              | ON           | EMERG     | Dwell       | 10       |         |   | 4      |                 |          |  |         |       |          |           |          |               |       | H  |
| 5              | ON           | EMERG     | Dwell       | -10      |         |   | 5      |                 |          |  |         |       |          |           |          |               |       | H  |
| 6              | ON           | EMERG     | Dwell       |          |         |   | 6      |                 |          |  |         |       |          |           |          |               |       | H  |
| Pre #          | MaxPres      | MinGrn    | MinWlk      | PedClr   | Co+Pre  |   |        | l Phases        | : [3     | 21 an  | d Ove   | rlans | + [3 5   | 51        |          |               |       | ۲  |
| 1              | Waxi 100     | WIIITOITT | IVIIIIVVIIX | 1 00011  | ON      |   | Pre #  |                 | , [O.    | <u>-                                    </u> | u 010   | паро  | · [O.C   | <u>′1</u> |          |               |       | _  |
| 2              |              |           |             |          | ON      |   | 1      | Phases          | ı        | l  | T T     | T T   | T T      | l         |          | $\overline{}$ |       | Τ  |
| 3              | 40           |           |             |          | ON      |   |        | Overlap         |          |  |         |       |          |           |          |               |       | H  |
| 4              | 40           |           |             | 18       | ON      |   |        | Peds            | -        |  |         |       |          |           |          |               |       | H  |
| 5              | -70          |           |             | -10      | ON      | 1 | 2      | Phases          | $\vdash$ |  |         |       |          |           |          |               |       | H  |
| 6              |              |           |             |          | ON      |   | _      | Overlap         |          |  |         |       |          |           |          |               |       | H  |
| Pre #          | Track Grn    | Min Dwell | Ext Dwell   | PedClr+  | Yel     |   |        | Peds            |          |  |         |       |          |           |          |               |       | H  |
| 1              | Huok OIII    | 2         | LX DWOII    | 1 Caon · | 101     |   | 3      | Phases          | 3        | 8  |         |       |          |           |          |               |       | H  |
| 2              |              | 2         |             |          |         |   | J      | Overlap         | _        | ľ  |         |       |          |           |          |               |       | H  |
| 3              |              | 25        |             | 18       | 4       |   |        | Peds            | ۱        |  |         |       |          |           |          |               |       | H  |
| 4              |              | 25        |             | 18       | 4       |   | 4      | Phases          | 4        | 7  |         |       |          |           |          |               |       | H  |
| 5              |              | 2         |             | 10       |         | - | 7      | Overlap         |          | <u> </u>                                     |         |       |          |           |          |               |       | ┢  |
| 6              |              | 2         |             |          |         |   |        | Peds            | H        |  |         |       |          |           |          |               |       | H  |
| Pre#           | Red          | Pattern   | Skip        |          |         | J | 5      | Phases          |          |  |         |       |          |           |          |               |       | H  |
| 1              | rtcu         | 1 attern  | OFF         | ł        |         |   | J      | Overlap         |          |  |         |       |          |           |          |               |       | H  |
| 2              |              |           | OFF         | ł        |         |   |        | Peds            |          |  |         |       |          |           |          |               |       | H  |
| 3              | 2            |           | OFF         | ł        |         |   | 6      | Phases          |          |  |         |       |          |           |          |               |       | H  |
| 4              | 2            |           | OFF         | ł        |         |   | Ŭ      | Overlap         |          |  |         |       |          |           |          |               |       | H  |
| 5              |              |           | OFF         | ł        |         |   |        | Peds            | -        |  |         |       |          |           |          |               |       | ┢  |
| 6              |              |           | OFF         |          |         |   |        | i eus           |          | <u> </u>                                     | Droor   | nntio | n On     | tions+    | [3 6.    |               |       | _  |
| Low Priority   | Proomnts     | <u> </u>  | 011         | L        |         |   | Evit F | Phases          | 2 21     |  | Pre #   |       |          | Override  |          | _             | verri | de |
| Pre #          | Type         | Min       | Max         | ī        |         |   |        | Exit Pha        |          |  | 116#    | LOCK  |          | Auto Fls  |          |               | Highe |    |
| 7              | OFF          | IVIIII    | IVIAX       | ł        |         |   | 1      | LAILTII         | 350      | ı  | 1       | ON    | <i>'</i> | ON        |          | H             | ON    | 1  |
| 8              | OFF          |           |             |          |         |   | 2      | $\vdash$        |          |  | 2       | ON    |          | ON        |          |               | ON    | H  |
| 9              | OFF          |           |             |          |         |   | 3      | $\vdash \vdash$ |          |  | 3       | OFF   |          | ON        | -        |               | ON    | H  |
| 10             | OFF          |           |             |          |         |   | 4      | $\vdash$        |          |  | 4       | OFF   |          | ON        |          | $\vdash$      | ON    | H  |
| 10             | 1 011        |           |             | I        |         |   | 5      | $\vdash$        |          |  | 5       | ON    |          | ON        |          |               | ON    | H  |
| Unit Parame    | ters [1 2 1] |           |             |          |         |   | 6      | $\vdash \vdash$ |          |  | 6       | ON    |          | ON        | -        |               | ON    | H  |
| Stop Timer Ove |              |           | OFF         | ī        |         |   |        |                 |          |  | U       | 011   |          | ON        | <u> </u> |               | ON    | ۲  |
| Preempt or Ext |              |           | PRE         |          |         |   |        |                 |          |  |         |       |          |           |          |               |       |    |
| Max Seek Trac  |              |           | LVE         |          |         |   |        |                 |          |  |         |       |          |           |          |               |       |    |
| Max Seek Trac  |              |           |             |          |         |   |        |                 |          |  |         |       |          |           |          |               |       |    |
| viax ocek DWe  | ii Tiilie    |           |             | l        |         |   |        |                 |          |  |         |       |          |           |          |               |       |    |

None OFF

Channel Parameters [1.8.3]

D Conn Mappings Pre Invert Rail Input

Flsh Dwell Link

OFF

OFF

OFF

OFF

OFF

OFF

| Alt# 1 Times Tal | ble [1 | 1.6.1.2  | 2]  |          |          |    |          |    | Alt# 1 Veh Para        | amete  | rs [5.5 | .1.1]  |      |  |       |          |      |      |          |       |          |            |      |      |          |
|------------------|--------|----------|-----|----------|----------|----|----------|----|------------------------|--------|---------|--|------|--|-------|----------|------|------|----------|-------|----------|------------|------|------|----------|
| Column#>         | 1      | 2        | 3   | 4        | 5        | 6  | 7        | 8  | Column#>               | 1      | 2       | 3  | 4    | 5  | 6     | 7        | 8    | 9    | 10       | 11    | 12       | 13         | 14   | 15   | 16       |
| Assign Ø         |        |          |     |          |          |    |          |    | Assign Det#            |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Min Grn          |        |          |     |          |          |    |          |    | Call                   |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Gap, Ext         |        |          |     |          |          |    |          |    | Swiitch                |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max 1            |        |          |     |          |          |    |          |    | Delay                  |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max 2            |        |          |     |          |          |    |          |    | Extend                 |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Yel Clr          |        |          |     |          |          |    |          |    | Queue                  |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Red Clr          |        |          |     |          |          |    |          |    | No Activity            |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Walk             |        |          |     |          |          |    |          |    | Max Presence           |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Ped Clr          |        |          |     |          |          |    |          |    | Erratic Count          |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Alt# 2 Times Tal | ble [1 | 1.6.1.2  | 2]  | •        |          | •  | •        |    | Fail Time              |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Column#>         |        | 2        | 3   | 4        | 5        | 6  | 7        | 8  | Alt# 1 Veh Opt         | ions [ | 5.5.1.2 | 1  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Assign Ø         |        |          |     |          |          |    |          |    | Column#>               |        | 2       | 3  | 4    | 5  | 6     | 7        | 8    | 9    | 10       | 11    | 12       | 13         | 14   | 15   | 16       |
| Min Grn          |        |          |     |          |          |    |          |    | Assign Det#            |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Gap, Ext         |        |          |     |          |          |    |          |    | Call                   |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max 1            |        |          |     |          |          |    |          |    | Extend                 |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max 2            |        |          |     |          |          |    |          |    | Queue                  |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Yel Clr          |        | 1        |     | 1        | 1        |    | 1        |    | Added Initial          |        |         | 1  | 1    | 1  | 1     | 1        |      |      | 1        | 1     |          | 1          | t    |      | 1        |
| Red Clr          |        |          |     |          |          |    |          |    | Red Lock               |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Walk             |        |          |     |          |          |    |          |    | Yellow Lock            |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Ped Clr          |        |          |     |          |          |    |          |    | Occupancy              |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Alt# 3 Times Tal | hla [1 | 1613     | R1  |          |          |    |          |    | Volume                 |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Column#>         | 1      | 2        | 3   | 4        | 5        | 6  | 7        | 8  | Alt# 1 Veh Para        | amoto  | re+ [5  | 5 1 31   |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Assign Ø         | - 1    |          | 3   |          | <u> </u> | 0  |          |    | Column#>               |        | 2       | 3  | 4    | 5  | 6     | 7        | 8    | 9    | 10       | 11    | 12       | 13         | 14   | 15   | 16       |
| Min Grn          |        |          |     |          |          |    |          |    | Assign Det#            |        |         | <u> </u>   |      | <u> </u>   | 0     | '        | U    | J    | 10       | - ' ' | 12       | 10         | 17   | 10   | 10       |
| Gap, Ext         |        |          |     |          |          |    |          |    | Occ-on-green           |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max 1            |        |          |     |          |          |    |          |    | Occ-on-yellow          |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max 2            |        |          |     |          |          |    |          |    | Occ-on-red             |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Yel Clr          |        |          |     |          |          |    |          |    | Delay Phase 1          |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Red Clr          |        |          |     |          |          |    |          |    | Delay Phase 2          |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Walk             |        |          |     |          |          |    |          |    |                        | NODM   | NODM    | NODM   | NODM | NODM   | NODM  | NODM     | NODM | NODM | NODM     | NODM  | NORM     | NODM       | NODM | NODM | NODA     |
| Ped Clr          |        |          |     |          |          |    |          |    |                        | NOKW   | NOKW    | NOKW   | NOKW | NOKW   | NOKW  | NOKW     | NOKW | NORW | NOKW     | NORW  | NOKW     | NOKW       | NOKW | NOKW | NOKI     |
| Alt# 1 Options T | abla   | 1116     | 11  |          |          |    |          |    | Source Alt# 1 Ped Para | amata  | ro+ [5  | 5 1 A1   |      | <u> </u>   |       |          |      |      | <u> </u> |       | <u> </u> |            |      |      | <u> </u> |
| Column # ->      | 1      | 2        | 3   | 4        | 5        | 6  | 7        | 8  | Column#>               |        | 2       | 3.1.4]   | 4    | 5  | 6     | 7        | 8    |      |          |       |          |            |      |      |          |
|                  |        |          | 3   | 4        | J        | U  | 1        | 0  | Assign Det#            | - 1    |         | J  | 4    | 3  | Ü     | -        | 0    |      |          |       |          |            |      |      |          |
| Assign Ø         | ON     | ON       | ON  | ON       | ON       | ON | ON       | ON |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Lock Calls       | ON     | ON       | ON  | ON       | ON       | ON | ON       | ON | Call                   |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Soft Recall      |        |          |     |          |          |    |          |    | No Activity            |        |         | <del>                                     </del> |      | <del>                                     </del> |       |          |      |      |          |       |          |            |      |      |          |
| Dual Enrty       | OH     | 011      | 140 | 011      | 011      | OH | 011      | CN | Max Presence           |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Enabl SimGap     | ON     | ON       | ON  | ON       | ON       | ON | ON       | ON | Erratic Count          |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Guar Passage     |        | <u> </u> |     | <u> </u> | -        |    | <u> </u> |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Rest In Walk     |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Cond Service     |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Reservice        |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Non-Act 1        |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Red Rest         |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Max2             |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          |            |      |      |          |
| Ped Delay        |        |          |     |          |          |    |          |    |                        |        |         |  |      |  |       |          |      |      |          |       |          | - 10 5 5 5 |      | _    |          |
| Conflicting Ø1   |        |          |     |          |          |    |          |    | 7637                   | RI 9   | RAMP:   | S@C  | KUTO | N POI  | NI AV | <u> </u> |      |      |          |       | 4/       | 7/2022     |      | P    | age 5    |

| Alt# 2 Options  | Table | [1.1.6.2 | 2.2] |          |     |     |     |          | Alt# 2 Veh Para | amete  | rs [5.5  | .2.1]  |      |  |          |  |      |          |      |          |          |      |          |       |      |
|---|-------|----------|------|----------|-----|-----|-----|----------|-----------------|--------|--|--|------|--|----------|--|------|----------|------|----------|----------|------|----------|-------|------|
| Column # ->   | 1     | 2        | 3    | 4        | 5   | 6   | 7   | 8        | Column#>        | 1      | 2  | 3  | 4    | 5  | 6        | 7  | 8    | 9        | 10   | 11       | 12       | 13   | 14       | 15    | 16   |
| Assign Ø  |       |          |      |          |     |     |     |          | Assign Det#     |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Lock Calls  | ON    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Call            |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Soft Recall   |       |          |      |          |     |     |     |          | Swiitch         |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Dual Enrty  |       |          |      |          |     |     |     |          | Delay           |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Enabl SimGap  | ON    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Extend          |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Guar Passage  |       |          |      |          |     |     |     |          | Queue           |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk  |       |          |      |          |     |     |     |          | No Activity     |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Cond Service  |       |          |      |          |     |     |     |          | Max Presence    |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Reservice   |       |          |      |          |     |     |     |          | Erratic Count   |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Non-Act 1   |       |          |      |          |     |     |     |          | Fail Time       |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Red Rest  |       |          |      |          |     |     |     |          | Alt# 2 Veh Opt  | ions [ | 5.5.2.2  | 1  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Max2  |       |          |      |          |     |     |     |          | Column#>        | 1      | 2  | 3  | 4    | 5  | 6        | 7  | 8    | 9        | 10   | 11       | 12       | 13   | 14       | 15    | 16   |
| Ped Delay   |       |          |      |          |     |     |     |          | Assign Det#     |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Conflicting Ø1  |       |          |      |          |     |     |     | 1        | Call            |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Alt# 3 Options  | Table | 1.1.6.2  | 2.31 |          |     |     |     |          | Extend          |        | i e  | i e  |      | i e  |          | i e  |      | i e      |      | i e      | i e      |      |          |       |      |
| Column # ->   | 1     | 2        | 3    | 4        | 5   | 6   | 7   | 8        | Queue           |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Assign Ø  |       | _        | J    |          |     |     |     |          | Added Initial   |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Lock Calls  | ON    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Red Lock        |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Soft Recall   | U.I.  | 0.1      |      | <u> </u> |     |     |     | 0        | Yellow Lock     |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Dual Enrty  |       |          |      |          |     |     |     | -        | Occupancy       |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Enabl SimGap  | ON    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Volume          |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Guar Passage  | 0.1   | 0.1      | 0.1  | 0.1      | 0.1 | 0.1 | 0.1 | <u> </u> | Alt# 2 Veh Para | amete  | rs+ [5   | 5 2 31   |      | <u> </u>   |          | <u> </u>   |      | <u> </u> |      | <u> </u> | <u> </u> |      |          |       |      |
| Rest In Walk  |       |          |      |          |     |     |     |          | Column#>        | 1      | 2  | 3  | 4    | 5  | 6        | 7  | 8    | 9        | 10   | 11       | 12       | 13   | 14       | 15    | 16   |
| Cond Service  |       |          |      |          |     |     |     |          | Assign Det#     | -      |  | <u> </u>   |      | 3  | 0        |  |      | <u> </u> | 10   | - ' '    | 12       | 10   | 17       | 10    | 10   |
| Reservice   |       |          |      |          |     |     |     |          | Occ-on-green    |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Non-Act 1   |       |          |      |          |     |     |     |          | Occ-on-yellow   |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Red Rest  |       |          |      |          |     |     |     |          | Occ-on-red      |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Max2  |       |          |      |          |     |     |     |          | Delay Phase 1   |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Ped Delay   |       |          |      |          |     |     |     |          | Delay Phase 2   |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Conflicting Ø1  |       |          |      |          |     |     |     |          |                 | NORM   | NORM   | NORM   | NORM | NORM   | NORM     | NORM   | NORM | NORM     | NORM | NORM     | NORM     | NORM | NORM     | NORM  | NORN |
| Alt# 4 Options  | Tahla | 11161    | 2 /1 |          |     |     |     |          | Source          | NOIN   | NOIN   | NORM   | NON  | NORM   | NOIN     | HOKI   | NOIN | NOIN     | HOKW | NOIN     | NOIN     | NONI | NOIN     | HOKIM | HOIN |
| Column # ->   | 1     | 2        | 3    | 4        | 5   | 6   | 7   | 8        | Alt# 2 Ped Para | amete  | rs+ [5   | 5 2 41   |      | <u> </u>   | <u> </u> | <u> </u>   |      | <u> </u> |      | <u> </u> | <u> </u> |      | <u> </u> |       |      |
| Assign Ø  | '     |          | J    | 7        | 3   | U   | -   |          | Column#>        | 1      | 2  | 3  | 4    | 5  | 6        | 7  | 8    | 1        |      |          |          |      |          |       |      |
| Lock Calls  | ON    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Assign Det#     | •      |  | J  | 7    | J  | U        | '  |      |          |      |          |          |      |          |       |      |
| Soft Recall   | - 514 |          |      |          |     |     | J14 |          | Call            |        | <b> </b>   | <b>l</b>   | 1    | <b>l</b>   | 1        | <b>l</b>   | 1    |          |      |          |          |      |          |       |      |
| Dual Enrty  |       |          |      |          |     |     |     |          | No Activity     |        |  |  |      |  |          |  |      | 1        |      |          |          |      |          |       |      |
| Enabl SimGap  | ON    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Max Presence    |        | <del>                                     </del> | <del>                                     </del> |      | <del>                                     </del> |          | <del>                                     </del> |      |          |      |          |          |      |          |       |      |
| Guar Passage  | UN    | ON       | ON   | ON       | ON  | ON  | ON  | ON       | Erratic Count   |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Guai Fassaue  |       |          |      |          |     |     |     |          | Ellatic Count   |        | <u> </u>   | <u> </u>   |      | <u> </u>   |          | <u> </u>   |      | J        |      |          |          |      |          |       |      |
|   |       |          |      | ı        |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk  |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk<br>Cond Service                                |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk Cond Service Reservice                         |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk Cond Service Reservice Non-Act 1               |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk Cond Service Reservice Non-Act 1 Red Rest      |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk Cond Service Reservice Non-Act 1 Red Rest Max2 |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |
| Rest In Walk Cond Service Reservice Non-Act 1 Red Rest      |       |          |      |          |     |     |     |          |                 |        |  |  |      |  |          |  |      |          |      |          |          |      |          |       |      |

| Annua | Schedule [4.3] Month of Year     | Day of Week      | Date Day  | Link   |
|-------|----------------------------------|------------------|---|--------|
| 1     | J F M A M J J A S O N D          | S M T W T F S    |   | То     |
|       | 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 O  |        |
| 2     | J F M A M J J A S O N D          | S M T W T F S    |   |        |
|       | 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                                     |        |
| 3     | J F M A M J J A S O N D          | S M T W T F S    | 5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |        |
|       | J F M A M J J A S O N D          | SMTWTFS          |   |        |
| 4     |                                  |                  | 1   |        |
| _     | J F M A M J J A S O N D          | SMTWTFS          |   |        |
| 5     |                                  |                  | 1   |        |
| 6     | J F M A M J J A S O N D          | S M T W T F S    | 5 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                                   |        |
| U     |                                  |                  |   |        |
| 7     | J F M A M J J A S O N D          | S M T W T F S    |   |        |
|       |                                  | 0 M T W T 5 5    |   |        |
| 8     | J F M A M J J A S O N D          | S M T W T F S    | 5 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                                   |        |
|       | J F M A M J J A S O N D          | S M T W T F S    |   |        |
| 9     | J I W A W J J A J O N D          | O IVI I VV I F S | 5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |        |
|       | J F M A M J J A S O N D          | S M T W T F S    |   |        |
| 10    |                                  |                  |   |        |
| 11    | J F M A M J J A S O N D          | S M T W T F S    | 5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31                                   |        |
|       |                                  |                  | 1   |        |
| 12    | J F M A M J J A S O N D          | S M T W T F S    |   |        |
|       |                                  | 0 M T W T F 0    | 1   |        |
| 13    | J F M A M J J A S O N D          | S M T W T F S    | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1   |        |
|       | J F M A M J J A S O N D          | S M T W T F S    |   |        |
| 14    |                                  |                  | 1   |        |
| 15    | J F M A M J J A S O N D          | SMTWTFS          |   |        |
| 15    |                                  |                  |   |        |
| 16    | J F M A M J J A S O N D          | S M T W T F S    |   |        |
|       |                                  |                  | 1   | $\Box$ |
| 17    | J F M A M J J A S O N D          | S M T W T F S    |   |        |
|       | 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                                     |        |
| 18    |                                  |                  | 1   |        |
| 40    | J F M A M J J A S O N D          | S M T W T F S    |   |        |
| 19    |                                  |                  |   |        |
| 20    | J F M A M J J A S O N D          | S M T W T F S    | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31                                     |        |
| 20    |                                  |                  | 1   |        |
| 21    | J F M A M J J A S O N D          | S M T W T F S    |   |        |
|       |                                  | 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                                     |        |
| 22    | J F M A M J J A S O N D          | S M T W T F S    | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31                                     |        |
|       | J F M A M J J A S O N D          | S M T W T F S    |   |        |
| 23    |                                  |                  | 1   |        |
| 24    | J F M A M J J A S O N D          | SMTWTFS          |   |        |
| 24    |                                  |                  | 1   |        |
|       | 7637 RT 9 RAMPS @ CROTON POIL    | NT AVE           | 4/7/2022 Pa   | ge 7   |

| Day Plans [4.4]                         |           |              |  |            |          |          |      |          | ļ      | Action   | Tab      | le [4.5] |         |          |       |     |          | Coord    | Alterr | nate Ta  | ables -  | - Pat+   | [2.6]  |      |     |        |                |          |          |            |
|---|-----------|--------------|--|------------|----------|----------|------|----------|--------|----------|----------|----------|---------|----------|-------|-----|----------|----------|--------|----------|----------|----------|--|------|-----|--------|----------------|----------|----------|------------|
| Day Plan                                |           |              | Day Plan 2   |            |          | Day      | Plar | n 3      | 7      |          |          |          |         |          |       |     |          |          |        |          |          |          |  | Ī    |     | 0      | verlap         | Off      |          |            |
|   | r Min Act |              | Act Hour Min   | Act Ho     | lour Min | _        |      | lour Min | Act    | Act#     | Pat#     | A1 A2    | A3 S1   | S2 S     | 33 S4 | S5  | S6 S7 S8 | Pat#     | ØOpt   | ØTime    | DetG     | Call Inh | CIC  | CNA1 | 1 2 | 2 3    | 4              | 5        | 6 7      | 8 Dia Max2 |
| 1 0 0 5 9 0                             |           |              | 0 9 0 0  |            | 0 0      | 0        |      | 0 0      | 0      | 1        | 1        |          |         |          |       | T   |          | 1        |        |          |          |          |  |      | T   | T      | $\overline{1}$ | Ī        |          | DFT        |
| 2 <b>6 0 1</b> 10 <b>0</b>              |           |              | <b>0</b> 10 <b>0 0</b>   |            | 0 0      | 0        | _    | 0 0      | 0      | 2        | 2        |          |         |          | +++   |     |          | 2        |        |          |          |          |  |      |     | $\top$ | 1 1            |          | ++       | DFT        |
| 3 8 0 3 11 0                            |           |              | 0 11 0 0   |            | 0 0      | 0        |      | 0 0      | 0      | 3        | 3        |          |         |          | +++   |     |          | 3        |        |          |          |          |  |      |     | $\top$ | 1 1            |          | ++       | DFT        |
| 4 <b>14 55 2</b> 12 <b>0</b>            |           |              | 0 12 0 0   |            | 0 0      | 0        | _    | 0 0      | 0      | 4        | 4        |          | + + -   |          |       |     |          | 4        |        |          |          |          |  |      |     | +      | ++             |          |          | DFT        |
| 5 16 0 1 13 0                           |           |              | 0 13 0 0   |            | 0 0      | 0        |      | 0 0      | 0      | 5        | 5        | -        | ++      |          | +     | -   |          | 5        |        |          |          |          | 1  |      |     | +      | +              |          | +        | DFT        |
| 6 19 30 5 14 0                          |           |              | 0 14 0 0   |            | 0 0      | 0        | _    | 0 0      | 0      | 6        | 6        | _        | ++      | -        | +     |     |          | 6        |        |          |          |          |  |      |     |        | ++             |          | +        | DFT        |
| 7 0 0 0 15 0                            |           |              | 0 15 0 0   |            | 0 0      |          |      | 0 0      | 0      | 7        | 7        |          | + + -   |          | +     | -   |          | 7        |        |          | -        |          | <del>                                     </del> |      |     | +      | +              |          | +        | DFT        |
| 8 0 0 0 16 0                            |           |              | 0 16 0 0   |            | 0 0      | _        |      | 0 0      | 0      | 8        | 8        |          | + + -   |          | +     | -   |          | 8        |        |          | -        |          | <del>                                     </del> |      |     | +      | +              |          | +        | DFT        |
| Day Plan 4                              |           |              | Day Plan 5   | 0 0        | 0   0    | Day      |      |          | U      | 9        | 9        |          | + +     |          |       |     |          | 9        |        |          |          |          |  |      |     | +      | ++             |          | +        | DFT        |
|   | r Min Act |              | Act Hour Min   | Act Ho     | lour Min |          |      | lour Min | Λot    |          | 10       |          | + +     |          |       |     |          | 10       |        |          |          |          | 1  |      |     | +      | ++             |          | +        | DFT        |
| 1 0 0 0 9 0                             |           |              | 0 9 0 0  |            | 0 0      | 0        |      | 0 0      | 0      |          | 11       |          | + + -   |          | +     | -   |          | 11       |        |          | -        |          | <del>                                     </del> |      |     | +      | +              |          | +        | DFT        |
| 2 0 0 0 10 0                            |           |              | 0 10 0 0   |            | 0 0      | 0        |      | 0 0      | 0      | 12       | 12       |          | ++      | $\vdash$ | +     | +   | +        | 12       |        |          | $\vdash$ |          | $\vdash$   |      | +   | +      | +              | $\dashv$ | ++       | DFT        |
| 3 0 0 0 11 0                            |           |              | 0 10 0 0   |            | 0 0      |          |      | 0 0      | 0      | 13       | 13       |          | ++      | $\vdash$ | +     |     | ++-      | 13       |        |          |          |          | $\vdash$   |      | +   | +      | ++             | $\dashv$ | +        | DFT        |
| 4 0 0 0 11 0                            |           |              | 0 11 0 0   |            | 0 0      |          |      | 0 0      | 0      | 14       | 14       |          | ++      | +        | +     |     | +        | 13       |        | <b> </b> | H        |          | $\vdash$   |      | +   | +      | ++             | }        | +        | DFT        |
| 5 0 0 0 12 0                            |           |              | 0 12 0 0   |            | 0 0      | 0        |      | 0 0      | 0      | 15       | 15       |          | ++      | +        | +     | -   | ++-      | 15       |        |          | $\vdash$ |          | $\vdash$   |      | +   | +      | +              | $\dashv$ | ++       | DFT        |
|   |           |              |  |            |          | 0        |      |          | 0      | _        | 16       | _        | +       | -        | +     |     |          |          |        |          |          |          | ┢  |      |     | +      | ++             |          | +        | DFT        |
| 6 0 0 0 14 0<br>7 0 0 0 15 0            |           |              | 0 14 0 0<br>0 15 0 0   |            | 0 0      |          |      | 0 0      | 0      | 16<br>17 | 17       |          | ++      | +        | +     | -   | ++-      | 16<br>17 |        |          | $\vdash$ |          | $\vdash$   |      | +   | +      | +              | $\dashv$ | ++       | DFT        |
| 8 0 0 0 16 0                            |           |              | 0 16 0 0   |            | 0 0      |          |      | 0 0      | 0      | 18       | 18       | _        | +-+     | -        | +     |     |          | 18       |        |          |          |          | <del>├</del>                                     |      | _   | +      | ++             |          | +        | DFT        |
| Day Plan                                |           |              | Day Plan 8   | 0 0        | 0   0    | Dav      |      |          | U      | 19       | 19       |          | +       |          | +     | -   |          | 19       |        |          |          |          | -  |      | -   | +      | +              |          | +        | DFT        |
|   | r Min Act |              | Act Hour Min   | Act Ho     | lour Min |          | _    | lour Min | A e.t  |          | 20       | _        | +       | -        | +     |     |          | 20       |        |          |          |          | ┢  |      |     | +      | ++             |          | +        | DFT        |
|   |           |              |  |            | 0 0      | ACI      | _    | 0 0      | 0<br>0 |          | 21       | _        | +-+     | -        | +     |     |          | 21       |        |          |          |          | <del>├</del>                                     |      | _   | +      | ++             |          | +        | DFT        |
| 1 0 0 0 9 0<br>2 0 0 0 10 0             |           |              | 0         9         0         0           0         10         0         0 |            | 0 0      | 0        | _    | 0 0      | 0      |          | 22       | _        | +       | -        | +     |     |          | 22       |        |          |          |          | ┢  |      |     | +      | ++             |          | +        | DFT        |
| <del> </del>                            |           |              |  |            | 0 0      |          | _    | 0 0      | 0      |          |          | _        | +       |          | -     |     |          |          |        |          |          |          |  |      |     | -      | +              |          |          | DFT        |
|   |           |              |  |            | 0 0      | 0        | _    | 0 0      | 0      |          | 23<br>24 | _        | +       |          | -     |     |          | 23<br>24 |        |          |          |          |  |      |     | -      | +              |          |          |            |
|   |           |              |  |            |          | 0        |      | 0 0      |        |          | 24       | _        | +       |          | -     |     |          |          |        |          |          |          |  |      |     | -      | +              |          |          | DFT DFT    |
|   | , , ,     |              |  |            |          | -        |      | _        | 0      | 25       |          |          | + +     |          | -     |     |          | 25       |        |          |          |          |  |      | _   | -      | +              | -        | ++       |            |
|   |           |              | 0 14 0 0<br>0 15 0 0   |            | 0 0      |          |      | 0 0      | 0      | 26       |          | _        | + + -   |          | +     |     |          | 26<br>27 |        |          |          |          | -  |      |     |        | $+\!-\!+$      |          |          | DFT DFT    |
|   |           |              |  |            | _        | _        |      | _        | 0      | 27       |          | _        | +       |          | -     |     |          |          |        |          |          |          |  |      |     | -      | +              |          |          | DFT        |
|   |           |              |  | 0 8        | 0 0      |          |      | 0 0      | U      | 28<br>29 |          |          | + +     |          | -     |     |          | 28       |        |          |          |          |  |      | _   | -      | +              | -        | ++       |            |
| Day Plan 1                              |           |              | Day Plan 11  | A -4       |          | Day      |      |          | A -4   |          |          | _        | + + -   |          | +     |     |          | 29       |        |          |          |          | -  |      |     |        | $+\!-\!+$      |          |          | DFT        |
|   | r Min Act |              | Act   Hour Min   |            | our Min  | Act<br>0 |      | lour Min |        | 30       |          |          | ++      |          | +     |     | ++       | 30       |        | -        |          |          | $\vdash$   |      | -   | +      | +              | $\dashv$ | +        | DFT        |
|   |           |              |  |            | 0 0      | 0        | -    | 0 0      | 0      | 31       |          |          | ++      | $\vdash$ | +     |     | +        | 31       |        | -        |          |          | $\vdash$   |      |     | +      | +              | $\dashv$ | +        | DFT DFT    |
|   |           |              |  |            |          |          |      |          | 0      | 32<br>33 |          |          | +       |          | +     |     | -        | 32<br>33 |        |          |          |          | <del>├</del>                                     |      | _   | -      | ++             | -        | ++       | DFT        |
|   |           |              | 0 11 0 0<br>0 12 0 0   |            | 0 0      |          |      | 0 0      | 0      | 34       |          |          | ++      | $\vdash$ | +     |     | +        |          |        | -        |          |          | $\vdash$   |      |     | +      | +              | $\dashv$ | +        | DFT        |
|   |           |              |  |            | • •      |          |      | 0 0      | 0      | 35       | +        |          | ++      | +        | +     |     | +        | 34<br>35 |        | -        | H        |          | ╁┼   |      | +   | +      | ++             | _        | ++       | DFT        |
|   |           |              | 0 13 0 0<br>0 14 0 0   |            | 0 0      | 0        |      | 0 0      | 0      |          |          |          | ++      |          | +     |     | ++       |          |        | -        |          |          | $\vdash$   |      | -   | +      | +              | $\dashv$ | +        | DFT        |
|   |           |              |  |            |          |          | •••  |          |        | 36       |          |          | ++      | $\vdash$ | +     |     | +        | 36       |        |          | $\vdash$ |          | $\vdash$   |      | _   | +      | +              | _        | +        |            |
| 7 0 0 0 15 0<br>8 0 0 0 16 0            |           |              | 0 15 0 0<br>0 16 0 0   |            | 0 0      |          |      | 0 0      | 0      | 37       |          |          | ++      | $\vdash$ | +     |     | +        | 37       |        | -        |          |          | $\vdash$   |      |     | +      | +              | $\dashv$ | +        | DFT        |
|   |           |              |  | 0 8        |          |          |      |          | U      | 38       |          |          | ++      | $\vdash$ | +     |     | +        | 38<br>39 |        |          |          |          | $\vdash$   |      | -   | +      | +              | $\dashv$ | ++       | DFT DFT    |
| Day Plan 1                              |           |              | Day Plan 14  | A et       | _        | Day      |      |          | A a t  | 39<br>40 |          |          | ++      |          | +     |     | ++       | 40       |        | -        |          |          | $\vdash$   |      | -   | +      | +              | $\dashv$ | +        | DFT        |
|   |           |              | Act Hour Min   |            | our Min  |          | _    | lour Min |        | 40       |          |          |         |          |       |     |          | _        |        | -        |          |          | $\vdash$   |      |     | -      | +              | -        | +        |            |
| 1 0 0 0 9 0                             |           |              | 0 9 0 0  |            | 0 0      | 0        |      | 0 0      | 0      | 40       |          |          |         |          |       |     |          | 41       |        | -        |          |          | $\vdash$   |      |     | -      | +              | -        | +        | DFT DFT    |
| 2 0 0 0 10 0<br>3 0 0 0 11 0            |           |              | 0 10 0 0   |            | 0 0      | 0        |      | 0 0      | 0      | 48       |          |          |         |          |       |     |          | 42       |        |          | $\vdash$ |          | $\vdash$   |      | _   | +      | +              | _        | +        | DFT        |
| * |           | •            | 0 11 0 0   | • •        |          | 0        |      | 0 0      | 0      | 00       |          |          |         |          |       |     |          | 43       |        | -        |          |          | $\vdash$   |      |     | +      | +              | $\dashv$ | +        |            |
| 4 0 0 0 12 0                            |           |              | 0 12 0 0   |            | 0 0      | _        |      | 0 0      | 0      | 98       |          |          | ++      | $\vdash$ | +     |     | +        | 44       |        |          | $\vdash$ |          | $\vdash$   |      | +   | +      | +              |          | $\dashv$ | DFT        |
| 5 0 0 0 13 0<br>6 0 0 0 14 0            |           |              | 0 13 0 0   |            | 0 0      | 0        |      | 0 0      | 0      | 99       | 255      |          | ++      | $\vdash$ | +     |     | +        | 45       |        |          |          |          | $\vdash$   |      | +   | +      | +              |          | +        | DFT        |
|   |           |              | 0 14 0 0   |            | 0 0      |          |      | 0 0      | 0      | 100      | 255      | 627 D    | T O DAI | /DC      | @ CD  | OT  | ON POINT | 46       |        | -        |          |          | $\vdash$   |      |     | -      | +              | -        | +        | DFT        |
| 7 0 0 0 15 0                            |           |              | 0 15 0 0   |            | 0 0      |          |      | 0 0      | 0      | 14/07/5  |          | osi R    | JKAI    | /IF3     | w CR  | OIC |          |          |        |          |          |          | $\vdash$   |      | -   | +      | +              | $\dashv$ | ++       | DFT        |
| 8 <b>0 0 0 1</b> 6 <b>0</b>             | 0 0       | 8 <b>0 0</b> | <b>0</b> 16 <b>0 0</b>   | <b>0</b> 8 | 0 0      | 0        | 16   | 0 0      | 0 (    | 04/07/2  | 77       |          |         |          |       |     | Page 8   | 48       |        |          |          |          |  |      |     |        |                |          |          | DFT        |

| C1-USER IO Map [1.8.9.1 In ] | C1-USER IO Map [1.8.9.2 Out ]        | C1-USER IO Map [1.8.9.2 Out ]  | IO Lo    | ogic [1.8.7]    |          |            |          |             |            |                  |              |  |            |        |     |
|------------------------------|--------------------------------------|--------------------------------|----------|-----------------|----------|------------|----------|-------------|------------|------------------|--------------|--|------------|--------|-----|
| I1-1 1 Veh Call 1            | 01-1 1 Ch1 Red                       | 07-1 40 Ch16 Yellow            | Op1      |                 | O1Fcr    | n Inv1     | IO1 Opn1 | O2Fnc       | Inv2       | IO2 Opn2         | O3Fnc I      | nv3 IO3                                      | Opn3       | Dly    | Sec |
| I1-2 2 Veh Call 2            | 01-2 49 Ch1 Green                    | 07-2 16 Ch16 Red               | I        | 0 =             |          |            | 1 0      |             | -          | 1 0              |              | - I  | 0          | DLY    | 0   |
| I1-3 3 Veh Call 3            | 01-3 2 Ch2 Red                       | 07-3 64 Ch16 Green             | Ī        | 0 =             |          |            | 1 0      |             | _          | 1 0              |              | - i  | 0          | DLY    | 0   |
| I1-4 4 Veh Call 4            | O1-4 26 Ch2 Yellow                   | 07-4 115 Not Used              | Ī        | 0 =             |          |            | 1 0      |             |            | 1 0              |              | <del>- i</del>                               | 0          | DLY    | 0   |
| I1-5 5 Veh Call 5            | O1-5 50 Ch2 Green                    | 07-5 115 Not Used              | I        | 0 =             |          |            | 1 0      |             |            | 1 0              |              | <del>- i</del>                               | 0          | DLY    | 0   |
| I1-6 6 Veh Call 6            | O1-6 3 Ch3 Red                       | O7-6 115 Not Used              | Ī        | 0 =             |          |            | 1 0      |             |            | 1 0              |              | - i  | 0          | DLY    | 0   |
| I1-7 7 Veh Call 7            | O1-7 27 Ch3 Yellow                   | 07-7 115 Not Used              | I        | 0 =             |          |            | 1 0      |             |            | 1 0              |              | <del>- i</del>                               | 0          | DLY    | 0   |
| I1-8 8 Veh Call 8            | O1-8 51 Ch3 Green                    | 07-8 15 Ch15 Red               | I        | 0 =             |          |            | 1 0      |             |            | 1 0              |              | <del>- +</del>                               | 0          | DLY    | 0   |
| 12-1 9 Veh Call 9            | 02-1 4 Ch4 Red                       | C11S-USER IO Map [1.8.9.1 In ] |          | 0 =             |          |            | 1 0      |             |            | 1 0              |              | <u>- i</u>                                   | 0          | DLY    | 0   |
| 12-2 189 Unused              | 02-1 4 Ch4 Red<br>02-2 52 Ch4 Green  | I4-1                           |          | 0 =             |          |            | 1 0      |             |            | 1 0              |              |  | 0          | DLY    | 0   |
| I2-3 11 Veh Call 11          | 02-3 5 Ch5 Red                       | 14-1                           | I        | 0 =             |          |            | 1 0      |             | -          | 1 0              |              | <u>-                                    </u> | 0          | DLY    | 0   |
| 12-4 12 Veh Call 12          | 02-4 29 Ch5 Yellow                   | 14-2                           |          | rity Access Lev |          |            | 1 0      |             | 43         | None             |              | om Paran                                     |            |        | _   |
|                              | 02-4 29 Ch5 Fellow 02-5 53 Ch5 Green |                                | Sect     | SWLOAD          | eis jo.z | 22         | None     | 1 F         | 43         | None             | -            |  | ieters [o. | 7637   | _   |
|                              |                                      | I4-4                           | 1        | SECURE          |          |            |          | -           |            | None             | -            | ation ID                                     |            | 1031   |     |
| 12-6 14 Veh Call 14          | 02-6 6 Ch6 Red                       | I7-1 189 Unused                | 2        |                 |          | 23         | None     | -           | 45         |                  | <del>-</del> | oup ID                                       |            | 0      |     |
| 12-7 15 Veh Call 15          | 02-7 30 Ch6 Yellow                   | I7-2 189 Unused                | 3        | None            |          | 24         | None     |             | 46         | None             |              | aster ID                                     |            | 0      |     |
| I2-8 16 Veh Call 16          | O2-8 54 Ch6 Green                    | I7-3 189 Unused                | 4        | None            |          | 25         | None     |             | 47         | None             |              | ackup Time                                   |            | U      |     |
| I3-1 17 Veh Call 17          | 03-1 7 Ch7 Red                       | I7-4 189 Unused                | 5        | None            |          | 26         | None     |             | 48         | None             | _            | ysUp Mod                                     |            | 055    |     |
| I3-2 18 Veh Call 18          | 03-2 55 Ch7 Green                    | I7-5 189 Unused                | 6        | None            |          | 27         | None     |             | 49         | None             | -            | nable Mode                                   | m          | OFF    |     |
| I3-3 19 Veh Call 19          | O3-3 8 Ch8 Red                       | I7-6 189 Unused                | 7        | None            |          | 28         | None     |             | 50         | None             | -            | e Time                                       |            | 0      |     |
| I3-4 20 Veh Call 20          | O3-4 32 Ch8 Yellow                   | I7-7 189 Unused                | 8        | None            |          | 29         | None     | -           | 51         | None             | <b>→</b> 1   | al Time                                      |            | 0      |     |
| I3-5 129 Ped Call 1          | O3-5 56 Ch8 Green                    | I7-8 189 Unused                | 9        | None            |          | 30         | None     |             | 52         | None             | Te           |  |            |        |     |
| I3-6 130 Ped Call 2          | O3-6 9 Ch9 Red                       | I8-1 189 Unused                | 10       |                 |          | 31         | None     |             | 53         | None             | Al           | t:   |            |        |     |
| I3-7 131 Ped Call 3          | O3-7 33 Ch9 Yellow                   | I8-2 189 Unused                | 11       | None            |          | 32         | None     |             | 54         | None             | 4            |  |            |        |     |
| I3-8 132 Ped Call 4          | O3-8 57 Ch9 Green                    | I8-3 189 Unused                | 12       | None            |          | 33         | None     |             | 55         | None             | 20           | 70 Port F                                    | arms [6.   | 2]     |     |
| I4-1 189 Unused              | O4-1 10 Ch10 Red                     | I8-4 189 Unused                | 13       | None            |          | 34         | None     |             | 56         | None             | Po           | ort Baud                                     | Rate       | FCM    |     |
| I4-2 189 Unused              | O4-2 58 Ch10 Green                   | I8-5 189 Unused                | 14       | None            |          | 35         | None     |             | 57         | None             | SF           | 21   | 9600       | MODE   | 6   |
| I4-3 <b>189</b> Unused       | O4-3 11 Ch11 Red                     | I8-6 189 Unused                | 15       | None            |          | 36         | None     |             | 58         | None             | SF           | 2  | 9600       | MODE   | 6   |
| I4-4 189 Unused              | O4-4 35 Ch11 Yellow                  | I8-7 189 Unused                | 16       | None            |          | 37         | None     |             | 59         | None             | SF           | 93 1   | 9200       | MODE   | 6   |
| I4-5 179 Door Open           | O4-5 59 Ch11 Green                   | I8-8 189 Unused                | 17       | None            |          | 38         | None     |             | 60         | None             | SF           | 94 3   | 8400       | MODE   | 6   |
| I4-6 189 Unused              | O4-6 12 Ch12 Red                     | C11S-USER IO Map [1.8.9.2 Out] | 18       | None            |          | 39         | None     |             | 61         | None             | SF           | 5  | 1200       | AUTO   | )   |
| I4-7 229 33xCMUStop          | 04-7 36 Ch12 Yellow                  | O8-1 115 Not Used              | 19       | None            |          | 40         | None     |             | 62         | None             | SF           | 96   | 1200       | AUTO   | )   |
| I4-8 228 33xFlashSns         | O4-8 60 Ch12 Green                   | O8-2 115 Not Used              | 20       | None            |          | 41         | None     |             | 63         | None             | SF           | 7  | 1200       | AUTO   | )   |
| I5-1 25 Veh Call 25          | O5-1 28 Ch4 Yellow                   | O8-3 115 Not Used              | 21       | None            |          | 42         | None     |             | 64         | None             | SF           | 8  | 1200       | AUTO   | )   |
| I5-2 26 Veh Call 26          | O5-2 34 Ch10 Yellow                  | O8-4 115 Not Used              | <u> </u> |                 | 1        |            |          | 4 6         | -          |                  |              |  |            |        |     |
| I5-3 201 Pre 4 In            | O5-3 25 Ch1 Yellow                   | O8-5 115 Not Used              |          | 2070 IP 1 Add   | ressin   | g [6.5]    |          | 2070 IP 2 A | ddressing  | g [6.5]          |              |  |            |        |     |
| I5-4 200 Pre 3 In            | O5-4 31 Ch7 Yellow                   | O8-6 115 Not Used              |          | Addres          |          |            |          | /           | Addressing |                  |              |  |            |        |     |
| I5-5 189 Unused              | O5-5 39 Ch15 Yellow                  | O8-7 115 Not Used              |          | Addr 192        | 168      | 0          | 100      | Addr        | 0          | 0 0              | 0            |  |            |        |     |
| I5-6 189 Unused              | O5-6 63 Ch15 Green                   | O8-8 115 Not Used              |          | Mask 255        | 255      | 255        | 0        | Mask        | 0          | 0 0              | 0            |  |            |        |     |
| I5-7 189 Unused              | O5-7 115 Not Used                    |                                |          | Brdcst 0        | 0        | 0          | 0        | Brdcst      | 0          | 0 0              | 0            |  |            |        |     |
| I5-8 189 Unused              | O5-8 114 Watchdog                    |                                |          | GtWay 192       | 168      | 0          | 1        | GtWay       | 0          | 0 0              | 0            |  |            |        |     |
| I6-1 189 Unused              | O6-1 115 Not Used                    |                                |          | Port 5001       |          |            |          | Port        | 0          | •                |              |  |            |        |     |
| I6-2 189 Unused              | O6-2 115 Not Used                    |                                |          |                 |          |            |          |             |            |                  |              |  |            |        |     |
| I6-3 189 Unused              | O6-3 13 Ch13 Red                     |                                |          | 2070 Port Bin   | ding P   | orts [6.6] | ]        | 2070 Port I | Binding Fu | unctions [6.6]   |              |  |            |        |     |
| I6-4 189 Unused              | O6-4 37 Ch13 Yellow                  |                                |          | Port            |          | Mode       |          |             |            | Function Channel |              |  |            |        |     |
| I6-5 189 Unused              | O6-5 61 Ch13 Green                   |                                |          | ASYNC1 SP1      |          |            |          | TS2/CVM     | None       | SYSUp ASYNC2     |              |  |            |        |     |
| I6-6 189 Unused              | O6-6 14 Ch14 Red                     |                                |          | ASYNC2 SP2      |          |            |          | CMU/MMU     | None       | SYSDown ASYNC1   |              |  |            |        |     |
| I6-7 189 Unused              | O6-7 38 Ch14 Yellow                  |                                |          | ASYNC3 SP3      |          |            |          | Opticom     | None       | Shell None       |              |  |            |        |     |
| I6-8 189 Unused              | O6-8 62 Ch14 Green                   |                                |          | ASYNC4 SP4      |          |            |          | Loop Det.   | None       |                  |              |  |            |        |     |
|                              |                                      |                                |          | SYNC1 SP5S      |          |            |          | GPS         | -          |                  |              |  |            |        |     |
|                              |                                      |                                |          |                 |          | OFF        |          |             |            |                  | _            |  |            |        |     |
| 7637 F                       | RT 9 RAMPS @ CROTON POINT AVE        |                                |          | 5.1             | •        |            |          |             |            |                  |              | 04/07/22                                     |            | Page 9 |     |
| 1001                         |                                      |                                |          |                 |          |            |          |             |            |                  |              |  |            |        |     |

| #  | Event / Alarm               | Ev | Alr | Call Ph    | nases[   | 1.1.5]   |        |          | Red  | irect  | Phas   | es[1. | 1.5] |      |          |          |      |     | Inh | ibit P   | hase  | s[1.1   | .5]   |       |       |     |          |       |              |  |      |      |    |      |    |
|----|-----------------------------|----|-----|------------|----------|----------|--------|----------|------|--|--|-------|------|------|----------|----------|------|-----|-----|----------|-------|---------|-------|-------|-------|-----|----------|-------|--------------|--|------|------|----|------|----|
| 1  | Power Up Alarm.             | ON | ON  | Ø          | Ø        | Phases   | Called | By Ø     |      |  | То   |       |      | From | То       | From     | To   |     |     | 1        | 2     | 3       | 4     | 5     | 6     | 7   | 8        | 9     | 10           | 11   | 12   | 13   | 14 | 15   | 16 |
| 2  | Stop Timing                 | ON | ON  | 1          |          |          |        |          | 1    |  |  |       |      |      |          |          |      |     | 1   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | TS1 Cabinet Door            |    |     | 2          |          |          |        |          | 2    |  |  |       |      |      |          |          |      |     | 2   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Coordination Failure        | ON | ON  | 3          | 8        |          |        |          | 3    |  |  |       |      |      |          |          |      |     | 3   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 5  | External Alarm # 1          | ON | ON  | 4          |          |          |        |          | 4    |  |  |       |      |      |          |          |      |     | 4   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 6  | External Alarm # 2          | ON | ON  | 5          |          |          |        |          | 5    |  |  |       |      |      |          |          |      |     | 5   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 7  | External Alarm #3           |    |     | 6          |          |          |        |          | 6    |  |  |       |      |      |          |          |      |     | 6   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 8  | External Alarm # 4          |    |     | 7          | 4        |          |        |          | 7    |  |  |       |      |      |          |          |      |     | 7   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 9  | Closed Loop Disabled        | ON | ON  | 8          |          |          |        |          | 8    |  |  |       |      |      |          |          |      |     | 8   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 10 | External Alarm # 5          |    |     | 9          |          |          |        |          | 9    |  |  |       |      |      |          |          |      |     | 9   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | External Alarm # 6          |    |     | 10         |          |          |        |          | 10   |  |  |       |      |      |          |          |      |     | 10  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 12 | Manual Control Enable       | ON | ON  | 11         |          |          |        |          | 11   |  |  |       |      |      |          |          |      |     | 11  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Coord Free Input            |    |     | 12         |          |          |        |          | 12   |  |  |       |      |      |          |          |      |     | 12  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Local Flash Input           | ON | ON  | 13         |          |          |        |          | 13   |  |  |       |      |      |          |          |      |     | 13  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | MMU Flash                   |    |     | 14         |          |          |        |          | 14   |  |  |       |      |      |          |          |      |     | 14  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | CMU Flash                   |    |     | 15         |          |          |        |          | 15   |  |  |       |      |      |          |          |      |     | 15  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Cycle Fault                 | ON |     | 16         |          |          |        |          | 16   |  |  |       |      |      |          |          |      |     | 16  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Cycle Failure               | ON |     | Alt Cal    | I & Re   |          |        |          |      |  |  |       |      |      |          |          |      |     | Alt | Inhib    | it Ph | ases    | #1[   | 1.1.6 | 5.3]  |     |          |       |              |  |      |      |    |      |    |
|    | Coordination Fault          | ON | ON  | Col        | Ø        | Phases   | Called | By Ø     |      |  | From   | То    | From | To   | From     | To       | From | То  |     | 1        | 2     | 3       | 4     | 5     | 6     | 7   | 8        | 9     | 10           | 11   | 12   | 13   | 14 | 15   | 16 |
|    | Controller Fault            | ON | ON  | 1          |          |          |        |          |      | 1  |  |       |      |      |          |          |      |     | 1   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Detector SDLC Failure       |    |     | 2          |          |          |        |          |      | 2  |  |       |      |      |          |          |      |     | 2   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | MMU SDLC Failure            |    |     | 3          |          |          |        |          |      | 3  |  |       |      |      |          |          |      |     | 3   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Critical SDLC Failure       |    |     | 4          |          |          |        |          |      | 4  |  |       |      |      |          |          |      |     | 4   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Reserved                    |    |     | 5          |          |          |        |          |      | 5  |  |       |      |      |          |          |      |     | 5   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | EEPROM CRC Fault            | ON | ON  | 6          |          |          |        |          |      | 6  |  |       |      |      |          |          |      |     | 6   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Detector Diagnostic Failure |    |     | 7          |          |          |        |          |      | 7  |  |       |      |      |          |          |      |     | 7   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | BIU Detector Failure        | ON |     | 8          |          |          |        |          |      | 8  |  |       |      |      |          |          |      |     | 8   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Queue detector alarm        | ON | ON  | Alt Cal    |          |          |        |          |      |  |  |       |      |      |          |          |      |     | Alt | Inhib    |       | ases    | #2[   | 1.1.6 | 6.3]  |     |          |       |              |  |      |      |    |      |    |
|    | Ped Detector Fault          | ON | ON  | Col        | Ø        | Phases   | Called | By Ø     |      |  | From   | То    | From | То   | From     | То       | From | То  |     | 1        | 2     | 3       | 4     | 5     | 6     | 7   | 8        | 9     | 10           | 11   | 12   | 13   | 14 | 15   | 16 |
|    | Coord Diagnostic Fault      |    |     | 1          |          |          |        |          |      | 1  |  |       |      |      |          |          |      |     | 1   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| _  | TempAlert Probe Ch. A       |    |     | 2          |          |          |        |          |      | 2  |  |       |      |      |          |          |      |     | 2   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
| 42 | TempAlert Probe Ch. B       |    |     | 3          |          |          |        |          |      | 3  |  |       |      |      |          |          |      |     | 3   |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Coord Active                |    |     | 4          | <u> </u> | <u> </u> |        |          |      | 4  |  |       |      |      |          |          |      |     | 4   | <u> </u> |       |         |       |       |       |     | <u> </u> |       |              | <u> </u>   |      |      |    |      |    |
|    | Preempt Active              | ON | ON  | 5          | <u> </u> |          |        |          |      | 5  |  |       |      |      |          |          |      |     | 5   | L        |       |         |       |       |       |     |          |       |              | <u> </u>   |      |      |    |      |    |
|    | Preempt 1 Input             | ON | ON  | 6          |          | 1        |        |          |      | 6  |  |       |      |      | ļ        |          |      |     | 6   |          |       |         |       | Ш     |       |     |          |       | <b>├</b>     | <del>                                     </del> |      |      |    |      |    |
|    | Preempt 2 Input             | ON | ON  | 7          | <u> </u> |          |        |          |      | 7  |  |       |      |      |          |          |      |     | 7   | L        |       |         |       |       |       |     |          |       |              | <u> </u>   |      |      |    |      |    |
|    | Preempt 3 Input             | ON | ON  | 8          | 010.5    | <u> </u> |        |          |      | 8  |  |       |      |      | <u> </u> | <u> </u> |      | L_I | 8   |          |       |         |       | Ш     |       |     | <u> </u> |       | <u> </u>     |  |      |      |    |      |    |
|    | Preempt 4 Input             | ON | ON  | Coord,     |          |          | .3]    |          |      |  |  |       |      |      |          | Para     |      |     |     | _        |       |         |       |       |       |     | 1        |       |              |  |      |      |    |      |    |
|    | Preempt 5 Input             |    | ON  | CIC        | CoØ      | Grow     | 1      | 2        | 3    | 4  | 5  | 6     | 7    | 8    | Allow    |          |      |     | OF  |          |       | Cycle ' |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Preempt 6 Input             |    | ON  | 1          | OFF      | 1        |        |          |      | <del>                                     </del> | <b>ļ</b>   |       |      |      | _        | Dim E    |      |     | OF  |          | Cycle | Fault   | Actio | n     | Alarn | n   |          |       |              |  |      |      |    |      |    |
|    | Preempt 7 Input             |    | ON  | 2          | OFF      | <u> </u> |        |          |      | <b>!</b>   | <b> </b>   |       |      |      |          | Disab    |      |     | OFI |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Preempt 8 Input             |    | ON  | 3          | OFF      | 1        |        |          |      | <b>├</b>   | <del>                                     </del> |       |      |      |          | ond M    |      |     | 4Ph |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Preempt 9 Input             |    | ON  | 4          | OFF      |          | L      | <u> </u> | L.,  |  | <u> </u>   |       |      |      |          | up Tin   |      |     | 900 |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | Preempt 10 Input            |    | ON  | Auto F     | iash P   | nase/O   | iap Se | ttings   | [1.4 | .2]  |  |       | , ,  |      |          | ole Init |      |     | OF  |          |       |         |       |       |       |     |          |       |              |  |      |      |    |      |    |
|    | In Transition               | ON | ON  | Yel Ø      |          |          |        |          |      |  | <u> </u>   |       |      |      |          | Fault    |      |     | Ala |          |       |         | D     |       | up.   | 0.0 |          |       | <del>.</del> |  |      |      |    | _    | 46 |
| 81 | FIO Status Alarm            |    |     | Yel (olap: | s)       |          |        |          |      |  |  |       |      |      | Enab     | le Rur   | Time | r   | ON  |          |       | ###     | RT 9  | RA    | MPS   | @ C | KOTO     | )N P( | TMIC         | AVE  | 04/0 | 7/22 | 2  | Page | 10 |

W-636/W-637 Signal #

#### **MODEL 2070 SIGNAL OPERATION PROGRAMMABLE FEATURES SIGNAL OPERATION SPECIFICATION**

Signal: W-636/W-637

D26xxxx

File: 55.11-9

#### **TABLE OF SWITCH PACKS**

D/HWP:

|                |           |                    |      | I ABLE OF           | SWITCH PACKS            |       | _,                  |                         |
|----------------|-----------|--------------------|------|---------------------|-------------------------|-------|---------------------|-------------------------|
| Date:          | 4/12/2022 | <u>2</u>           |      |                     |                         |       | PIN                 | <b>√</b> : 8780.41      |
| SWITCH<br>PACK |           | INDICATIONS        | FACE | TERMINAL            | WIRE COLOR CODE         | FACE  | TERMINAL            | WIRE COLOR CODE         |
| PACK           | TONCTION  | INDICATIONS        | IACL |                     |                         | IACL  |                     | WINE COLON CODE         |
|                | OVL-3     |                    |      | SP 1 R              |                         |       | SP 1 R              |                         |
| 1              |           | •                  | 1    | SP 1 Y<br>SP 1 G    | 14 / 10C - C - O        |       | SP 1 Y              |                         |
|                | Ø1        | Ground Wire        |      | Grnd Bus            | - G<br>- W              | -     | SP 1 G<br>Grnd Bus  |                         |
|                |           | Red                |      | SP 2 R              | 14 / 05C - F - R        |       | SP 2 R              | 44 / 05C E B            |
| _              | OVL-12    | Yellow             | _    | SP 2 Y              | - O                     | _ }   | SP 2 Y              | 14 / 05C - E - R<br>- O |
| 2              |           | Green              | 3    | SP 2 G              | - G                     | 4     | SP 2 G              | - O<br>- G              |
|                | Ø2+Ø8     | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            | - W                     |
|                |           | Red                |      | SP 3 R              | 14 / 05C - N - R        |       | SP 3 R              | 14 / 05C - M - R        |
| 2              | a a       | Yellow             | 12   | SP 3 Y              | -0                      | 1 4 1 | SP 3 Y              | -0                      |
| 3              | Ø3        | Green              | 13   | SP 3 G              | - G                     | 14    | SP 3 G              | - G                     |
|                |           | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            | - W                     |
|                |           |                    |      | SP 4 R              |                         |       | SP 4 R              |                         |
| 4.             |           |                    |      | SP 4 Y              |                         |       | SP 4 Y              |                         |
| 7.             |           |                    |      | SP 4 G              |                         |       | SP 4 G              |                         |
|                |           | Ground Wire        |      | Grnd Bus            |                         |       | Grnd Bus            |                         |
|                |           |                    |      | SP 5 R              |                         |       | SP 5 R              |                         |
| 5.             |           |                    |      | SP 5 Y              |                         |       | SP 5 Y              |                         |
|                |           | Ground Mins        |      | SP 5 G              |                         |       | SP 5 G              |                         |
|                |           | Ground Wire<br>Red |      | Grnd Bus<br>SP 6 R  | 14 / 05C - G - R        |       | Grnd Bus<br>SP 6 R  | 14 / 05C - H - R        |
|                | OVL-6     | Yellow             | _    | SP 6 Y              | 14 / 05C - G - R<br>- O | _ }   | SP 6 Y              | 14 / USC - H - K        |
| 6.             | Ø4+Ø6     | Green              | 7    | SP 6 G              | - G                     | 8     | SP 6 G              | - G                     |
|                | Ø4±Ø6     | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            | - W                     |
|                |           | Red                |      | SP 7 R              | 14 / 05C - B - R        |       | SP 7 R              | 14 / 05C - A - R        |
| 7              | <b>67</b> | Yellow             | 5    | SP 7 Y              | -0                      | ,     | SP 7 Y              | -0                      |
| 7.             | Ø7        | Green              | J    | SP 7 G              | - G                     | 6     | SP 7 G              | - G                     |
|                |           | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            | - W                     |
|                | 0)// 0    | Red                |      | SP 8 R              | 14 / 10C - C - R        |       | SP 8 R              | 14 / 05C - D - R        |
| 8              | OVL-2     | Yellow             | 1    | SP 8 Y              | - 0                     | 2     | SP 8 Y              | - 0                     |
| J              | Ø6+Ø8     | Green              | •    | SP 8 G              | - G                     | ~     | SP 8 G              | - G                     |
|                |           | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            | - W                     |
|                | OVL-1     | Red<br>Yellow      |      | SP 9 R<br>SP 9 Y    | 14 / 05C - L - R        | -     | SP 9 R<br>SP 9 Y    | 14 / 05C - K - R        |
| 9              | _         |                    | 9    | SP 9 G              | - O<br>- G              | 10    | SP 9 G              | - O<br>- G              |
|                | Ø1+Ø2+Ø4  | Ground Wire        |      | Grnd Bus            | - G<br>- W              | -     | Grnd Bus            | - W                     |
|                |           | HAND               |      | SP 10 R             | 14 / 05C - 3P - R       |       | SP 10 R             | - **                    |
| 10             | PED-3     |                    | 00   | SP 10 Y             |                         |       | SP 10 Y             |                         |
| 10             | Ø7        | MAN                | 23   | SP 10 G             | - G                     |       | SP 10 G             |                         |
|                | ν,        | Ground Wire        |      | Grnd Bus            | - W                     | İ     | Grnd Bus            |                         |
|                | DED 1     | HAND               |      | SP 11 R             | 14 / 05C - 1P - R       |       | SP 11 R             |                         |
| 11.            | PED-1     |                    | 21   | SP 11 Y             |                         |       | SP 11 Y             |                         |
|                | Ø2        | MAN                | 41   | SP 11 G             | - G                     |       | SP 11 G             |                         |
|                |           | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            |                         |
|                | PED-2     | HAND               |      | SP 12 R             | 14 / 05C - 2P - R       |       | SP 12 R             |                         |
| 12.            |           | MAN                | 22   | SP 12 Y             |                         |       | SP 12 Y             |                         |
|                | Ø6        | Ground Wire        |      | SP 12 G<br>Grnd Bus | - G<br>- W              |       | SP 12 G<br>Grnd Bus |                         |
|                |           | Red                |      | SP 13 R             | 14 / 05C - J - R        |       | SP 13 R             | 14 / 05C - I - R        |
|                | ~~        | Yellow             |      | SP 13 Y             | - O                     |       | SP 13 Y             | - O                     |
| 13             | Ø3        | Green              | 11   | SP 13 G             | - G                     | 12    | SP 13 G             | - G                     |
|                |           | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            | - W                     |
|                | D=5 4     | HAND               |      | SP 14 R             | 14 / 05C - 4P - R       |       | SP 14 R             | <u></u>                 |
| 14.            | PED-4     |                    | 24   | SP 14 Y             |                         |       | SP 14 Y             |                         |
| 14.            | Ø2        | MAN                | 24   | SP 14 G             | - G                     |       | SP 14 G             |                         |
|                |           | Ground Wire        |      | Grnd Bus            | - W                     |       | Grnd Bus            |                         |
|                |           |                    |      | SP 15 R             |                         |       | SP 15 R             |                         |
| 15             |           |                    |      | SP 15 Y             |                         |       | SP 15 Y             |                         |
| . •            |           | Creation of 140    |      | SP 15 G             |                         |       | SP 15 G             |                         |
|                |           | Ground Wire        |      | Grnd Bus            |                         |       | Grnd Bus<br>SP 16 R |                         |
|                |           |                    |      | SP 16 R<br>SP 16 Y  |                         |       | SP 16 K             |                         |
| 16             |           |                    |      | SP 16 G             |                         |       | SP 16 G             |                         |
|                |           | Ground Wire        |      | Grnd Bus            |                         |       | Grnd Bus            |                         |
|                | I         | 5.54.14 11116      |      | J Buo               | I                       |       | J Duo               | l .                     |

W-636/W-637
Signal #

#### MODEL 2070 SIGNAL OPERATION PROGRAMMABLE FEATURES SIGNAL OPERATION SPECIFICATION

Signal: W-636/W-637

File: <u>55.11-9</u> D/HWP: D26xxxx

PIN: 8780.41

Date: 4/12/2022

#### TRAFFIC SIGNAL MONITOR PROGRAMMING

|         | ONITOR DIODE<br>ACKS TO RUN T |          | WI   | LOW DISA<br>RE JUMPE<br>INSTALLI<br>PEDS | RS | 1                      |      | MONITOI<br>PACKS TO |                      |                  |
|---------|-------------------------------|----------|------|--|----|------------------------|------|---------------------|----------------------|------------------|
| 1 - 6   | 6 - 8                         | 9 - 11   | 1    |  |    | C E                    | 20   |                     |                      |                  |
| 1 - 8   | 6 - 9                         | 9 - 12   |      |  |    |                        |      | RF 201              | 0 —                  |                  |
| 1 - 9   | 6 - 11                        | 9 - 14   | ] [3 | ,  |    | C                      | _W   | RP DIS              |                      | S                |
|         | 6 - 12                        |          | ] [4 |  |    | SI                     | ]W   | <b>W</b> D 1.0      |                      | Z                |
| 2 - 6   | 6 - 14                        | 10 - 13  | 5    | ;  |    | NI                     | 4    | GY ENA              | ABLE                 | Ĕ                |
| 2 - 8   |                               |          | T 6  | ;  |    | 06                     | 0    | DEF                 | AULT                 | OPT              |
| 2 - 9   | 7 - 10                        | 11 - 12  | 7    |  |    | 12                     | 77   |                     | ΓINGS                |                  |
| 2 - 11  | 7 - 13                        | 11 - 14  | ] [8 |  |    |                        | 00   |                     | NOT<br>ANGE          |                  |
| 2 - 12  |                               |          | ] [9 |  |    |                        | 19   | CHA                 | NINGE                |                  |
| 2 - 14  | 8 - 9                         | 12 - 14  | 1    | X  |    | T902                   | 10   | FYA 3-1             | 0                    | X                |
|         | 8 - 11                        |          | 1 1  | 1 X                                      |    | 02                     | _=   | FYA 5-1             | 1                    |                  |
| 3 - 7   | 8 - 12                        |          | 1    | 2 <b>X</b>                               |    | C                      | 12   | FYA 7-1             |                      | _                |
| 3 - 10  | 8 - 14                        |          | 1    | 3  |    | DIP S                  | WITC | LLC.                | = ON<br>LANK =       | ∩EE              |
| 3 - 13  |                               |          | 1    | 4 X                                      |    |                        | -    | CH 1                | TANK =               |                  |
|         |                               |          | 1    | 5  |    | 2                      | 2    | CH 2                |                      |                  |
|         |                               |          | 1    | 3  |    | 3                      | W    | CH 3                | U                    |                  |
|         |                               |          | _    | •  |    | ١—                     | 4    | CH 4                | 美                    | 2                |
|         |                               |          |      |  |    |                        | U    | CH 5                | Š                    | LOR ARROWS ONLY) |
| CURRE   | ENT MONITOR                   | R BOARD  |      |  |    | 6                      | 0    | CH 6                |                      | N N              |
|         | (IF USED)                     |          |      |  |    | 8                      | 7    | CH 7                | <b>у</b> ш ह         | R.               |
| CURR    | ENT MONITOR                   | DIODES   |      |  |    |                        | 00   | CH 8 —              | ENABLE<br>TO MONITOR | A A              |
|         | TO BE CUT                     |          |      |  |    | The real Property lies | ME Z |                     |                      |                  |
| (SWITCH | I PACKS TO <i>NOT</i>         | MONITOR) |      |  |    | 9                      | -    | CH 9 —              | T ₹ Š                | & 3-COI          |
| 1. 4    | -5, 10-12,                    | 14-16    |      |  |    | 1-                     | 2    | CH 10               | RED FAIL             | _ တ<br> - တ      |
| -, -    | -,,                           |          |      |  |    |                        | 3    | CH 11               | RED FAIL I           | 3-COLOR BALLS &  |
|         |                               |          |      |  |    | 13                     | 4 5  | CH 12<br>CH 13      |                      | OR E             |
| Notes:  |                               |          |      |  |    |                        | 0    | CH 14               | SS                   | 3-COLOR          |
|         |                               |          |      |  |    |                        | 01   | 01114               |                      | Υ (              |

W-636/W-637
Signal #

Date: 4/12/2022

# MODEL 2070 SIGNAL OPERATION PROGRAMMABLE FEATURES SIGNAL OPERATION SPECIFICATION

Signal: W-636/W-637

55.11-9

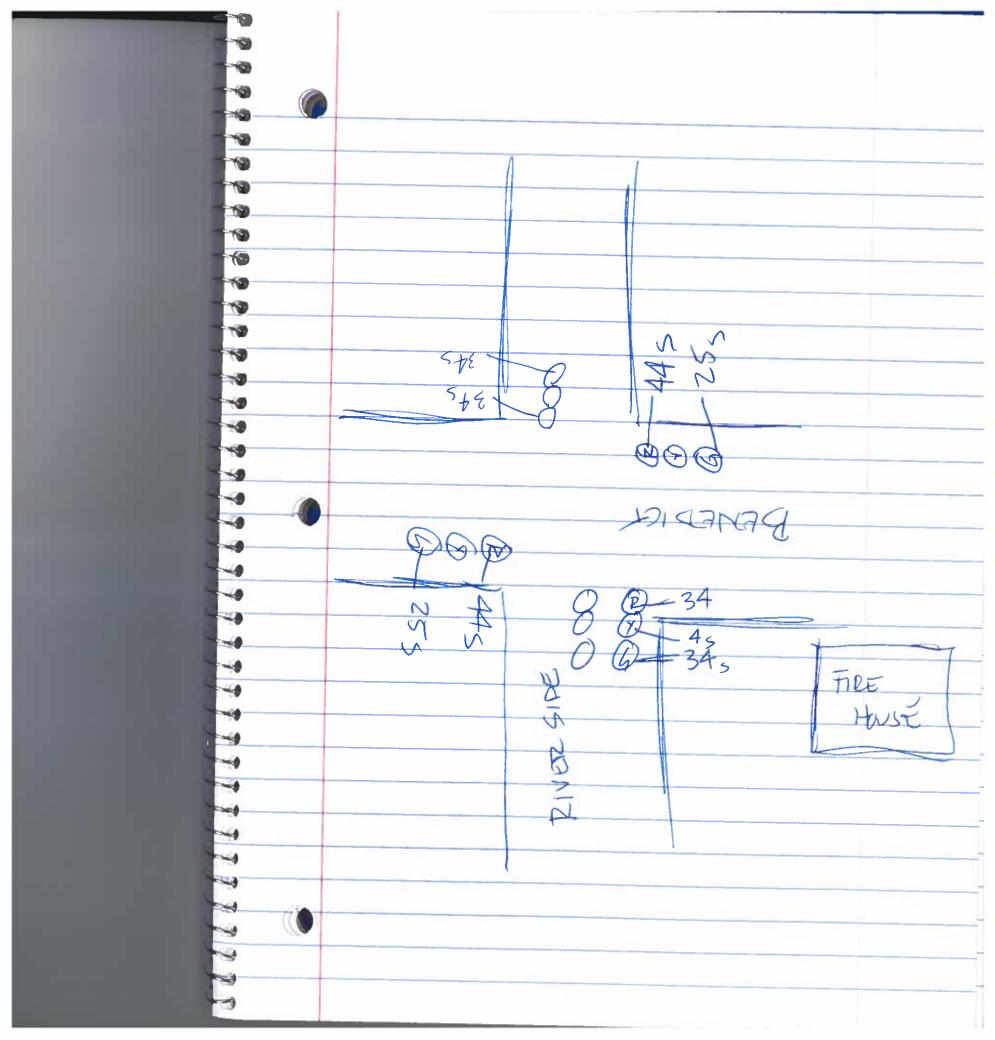
D/HWP: D26xxxx

File:

TABLE OF INPUT WIRINGPIN:8780.41

| Date. 4/12      | 2/2022      | IADLL       | OI INPUT V | VIKING          | PIN: <u>8/80.41</u> |
|-----------------|-------------|-------------|------------|-----------------|---------------------|
| TERM.<br>NUMBER | FUNCTION    | DET.<br>NO. | DET. TYPE  | DET. AN<br>OVER | REMARKS             |
| 1A, 1B          | Ø 1         | 1           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 2A, 2B          | Ø 2         | 2           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 3A, 3B          | Ø 3         | 3           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 4A, 4B          | Ø 7         | 4           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 5A, 5B          | Ø 2         | 5           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 6A, 6B          | Ø 6         | 6           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 7A, 7B          | Ø 7         | 7           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 8A, 8B          | Ø 6         | 8           | QUADRAPOLE |                 | PRESENCE LOOP       |
| 9A, 9B          | Ø 3         | 9AB         | MICROWAVE  |                 | MICROWAVE           |
| 10A, 10B        |             |             |            |                 |                     |
| 11A, 11B        | Ø 1         | 11          | NORMAL     |                 | PRESENCE LOOP       |
| 12A, 12B        | Ø 2         | 12          | NORMAL     |                 | PRESENCE LOOP       |
| 13A, 13B        | Ø 3         | 13          | NORMAL     |                 | PRESENCE LOOP       |
| 14A, 14B        | Ø 7         | 14          | NORMAL     |                 | PRESENCE LOOP       |
| 15A, 15B        | Ø 2         | 15          | NORMAL     |                 | PRESENCE LOOP       |
| 16A, 16B        | Ø 6         | 16          | NORMAL     |                 | PRESENCE LOOP       |
| 17A, 17B        | Ø 7         | 17          | NORMAL     |                 | PRESENCE LOOP       |
| 18A, 18B        | Ø 6         | 18          | NORMAL     |                 | PRESENCE LOOP       |
| 19A, 19B        | Ø 6         | 19          | QUADRAPOLE |                 | PRESENCE LOOP       |
| 20A, 20B        | Ø 6         | 20          | NORMAL     |                 | PRESENCE LOOP       |
| 21A, 21B        | PED 1 - Ø 2 | 21          | BUTTON     |                 | PEDESTRIAN          |
| 22A, 22B        | PED 2 - Ø 6 | 22          | BUTTON     |                 | PEDESTRIAN          |
| 23A, 23B        | PED 3 - Ø 7 | 23          | BUTTON     |                 | PEDESTRIAN          |
| 24A, 24B        | PED 4 - Ø 2 | 24          | BUTTON     |                 | PEDESTRIAN          |
| 25A, 25B        | Ø 2         |             | QUADRAPOLE |                 | PRESENCE LOOP       |
| 26A, 26B        | Ø 2         |             | NORMAL     |                 | PRESENCE LOOP       |
| 27A, 27B        | Ø 7         |             | NORMAL     |                 | QUEUE LOOP          |
| 28A, 28B        | Ø 3         |             | NORMAL     |                 | QUEUE LOOP          |
|                 |             | •           | -          | -               |                     |

9 0E-0 1 'OTON G Sign POINT AVE 33/s 4s 30s 0 6



## Turning Movement Count (TMC) Data

PROJECT NAME: HSRG Overlay and LI District Zoning Amendments
PROJECT NO: 210197
DATE: July 5, 2022
ANALYST: Haley Hutson

#### INTERSECTION INFORMATION

| SURVEY DATE:   |  | April 20, 2022          |                |                     |
|----------------|--|-------------------------|----------------|---------------------|
| INTERSECTION:  | STREET (E-W): Croton PT Av<br>STREET (N-S): Parking Lot/ | venue<br>Veterans Plaza |                |                     |
| SURVEY PERIOD: | AM PEAK PERIOD<br>MIDDAY PEAK PERIOD<br>PM PEAK PERIOD   | 7:00 AM<br>4:00 PM      | TO<br>TO<br>TO | 10:00 AM<br>7:00 PM |

#### NOTES:

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

| Time Period   |      | Eastb          |             |                |          |                | oound     |           |          | North |                  |          |        |        | bound  |        |
|---|------|----------------|-------------|----------------|----------|----------------|-----------|-----------|----------|-------|------------------|----------|--------|--------|--------|--------|
| Begin End   | Left | Thru           | Right       | Total          | Left     | Thru           | Right     | Total     | Left     | Thru  | Right            | Total    | Left   | Thru   | Right  | Total  |
| AM PEAK PERIOD  |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
| 7:00 AM - 7:15 AM   | 0    | 23             | 2           | 25             | 69       | 15             | 2         | 86        | 0        | 0     | 22               | 22       | 2      | 0      | 0      | 2      |
| 7:15 AM - 7:30 AM   | 0    | 21             | 4           | 25             | 71       | 16             | 3         | 90        | 0        | 0     | 17               | 17       | 1      | 0      | 0      | 1      |
| 7:30 AM - 7:45 AM   | 0    | 19             | 4           | 23             | 74       | 10             | 4         | 88        | 2        | 0     | 18               | 20       | 1      | 0      | 0      | 1      |
| 7:45 AM - 8:00 AM   | 0    | 27             | 1           | 28             | 61       | 17             | 3         | 81        | 1        | 0     | 17               | 18       | 1      | 0      | 0      | 1      |
| 8:00 AM - 8:15 AM   | 0    | 33             | 1           | 34             | 49       | 13             | 8         | 70        | 3        | 0     | 23               | 26       | 2      | 0      | 0      | 2      |
| 8:15 AM - 8:30 AM   | 0    | 27             | 1           | 28             | 41       | 17             | 3         | 61        | 0        | 0     | 17               | 17       | 1      | 0      | 0      | 1      |
| 8:30 AM - 8:45 AM   | 0    | 20<br>20       | 2           | 22             | 30<br>28 | 11<br>9        | 2         | 43        | 0        | 0     | 15<br>14         | 15       | 2      | 0      | 0      | 2      |
| 8:45 AM - 9:00 AM<br>9:00 AM - 9:15 AM                      | 0    | 20<br>17       | 3           | 23<br>18       | 28       | 9<br>11        | 1<br>2    | 38<br>33  | 1        | 0     | 14               | 15<br>12 | 0      | 0      | 0      | 0      |
| 9:15 AM - 9:30 AM   | 0    | 18             | 1           | 19             | 20       | 12             | 1         | 33<br>34  | 0        | 0     | 12               | 12       | 1      | 0      | 0      | 1      |
| 9:30 AM - 9:45 AM   | 0    | 14             | 5           | 19             | 17       | 15             | 0         | 32        | 0        | 0     | 13               | 13       | 0      | 0      | 0      | Ó      |
| 9:45 AM - 10:00 AM  | 0    | 14             | 1           | 15             | 22       | 13             | 2         | 37        | Ö        | 0     | 12               | 12       | 0      | 0      | 0      | 0      |
| 0.107411  |      |                |             |                |          |                | _         | ٥.        | Ů        | •     |                  |          |        | •      | •      | •      |
|   |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
|   |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
|   |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
| 7:15 AM - 7:30 AM   | 0    | 21             | 4           | 25             | 71       | Generali<br>16 | zed AM Pe | ak Hour O | nly<br>0 | 0     | 17               | 17       | 1 4    | 0      | 0      | 1      |
| 7:30 AM - 7:45 AM   | 0    | 19             | 4           | 23             | 74       | 10             | 4         | 88        | 2        | 0     | 18               | 20       | 1      | 0      | 0      | 1      |
| 7:45 AM - 8:00 AM   | 0    | 27             | 1           | 28             | 61       | 17             | 3         | 81        | 1        | 0     | 17               | 18       | 1      | 0      | 0      | i      |
| 8:00 AM - 8:15 AM   | 0    | 33             | i           | 34             | 49       | 13             | 8         | 70        | 3        | 0     | 23               | 26       | 2      | 0      | 0      | 2      |
| Peak Hour Total   | 0    | 100            | 10          | 110            | 255      | 56             | 18        | 329       | 6        | 0     | 75               | 81       | 5      | 0      | 0      | 5      |
| Peak 15 Minute Vol  | 0    | 33             | 4           | 34             | 74       | 17             | 8         | 90        | 3        | 0     | 23               | 26       | 2      | 0      | 0      | 2      |
| Calculated PHF  | N/A  | 0.76           | 0.63        | 0.81           | 0.86     | 0.82           | 0.56      | 0.91      | 0.50     | N/A   | 0.82             | 0.78     | 0.63   | N/A    | N/A    | 0.63   |
|   |      |                |             |                |          |                |           |           | 1        |       |                  |          | •      |        |        |        |
| PM PEAK PERIOD<br>4:00 PM - 4:15 PM                         |      |                | 0           |                | 40       | 00             |           | 40        |          | 0     | 20               | 00       |        | 0      | 0      |        |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM                      | 0    | 51<br>40       | 3           | 54<br>43       | 16<br>24 | 30<br>21       | 2<br>1    | 48<br>46  | 0        | 0     | 39<br>47         | 39<br>47 | 2<br>0 | 0      | 0      | 2      |
| 4:30 PM - 4:45 PM   | 0    | 40             | 2           | 43             | 22       | 26             | 1         | 49        | 0        | 0     | 55               | 55       | 0      | 0      | 0      | 0      |
| 4:45 PM - 5:00 PM   | 0    | 20             | 1           | 21             | 30       | 22             | Ó         | 52        | 1        | 0     | 51               | 52       | 0      | 0      | 0      | 0      |
| 5:00 PM - 5:15 PM   | 0    | 30             | 2           | 32             | 23       | 21             | 2         | 46        | Ö        | 0     | 60               | 60       | 1      | Ö      | 0      | 1      |
| 5:15 PM - 5:30 PM   | 0    | 33             | 2           | 35             | 29       | 24             | 2         | 55        | 1        | 0     | 72               | 73       | 4      | 0      | 0      | 4      |
| 5:30 PM - 5:45 PM   | 0    | 27             | 4           | 31             | 27       | 18             | 1         | 46        | 1        | 0     | 63               | 64       | 1      | 0      | 0      | 1      |
| 5:45 PM - 6:00 PM   | 0    | 28             | 4           | 32             | 22       | 19             | 0         | 41        | 3        | 0     | 61               | 64       | 1      | 0      | 0      | 1      |
| 6:00 PM - 6:15 PM   | 0    | 18             | 1           | 19             | 20       | 11             | 3         | 34        | 1        | 0     | 41               | 42       | 0      | 0      | 0      | 0      |
| 6:15 PM - 6:30 PM   | 0    | 17             | 1           | 18             | 17       | 10             | 0         | 27        | 0        | 0     | 27               | 27       | 1      | 0      | 0      | 1      |
| 6:30 PM - 6:45 PM   | 0    | 18<br>17       | 2           | 20<br>18       | 14<br>17 | 13<br>9        | 1         | 28<br>27  | 1        | 0     | 21<br>20         | 22<br>20 | 0      | 0      | 0      | 0      |
| 6:45 PM - 7:00 PM   | U    | 17             | 1           | 18             | 17       | 9              | 1         | 21        | U        | U     | 20               | 20       | 1      | U      | U      | 1      |
|   |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
|   |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
|   |      |                |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
|   |      |                |             |                |          |                |           | ak Hour O | •        |       |                  |          |        |        |        |        |
|   |      |                | 2           | 42             | 22       | 26             | 1         | 49<br>52  | 0<br>1   | 0     | 55<br>51         | 55<br>52 | 0      | 0      | 0      | 0      |
| 4:30 PM - 4:45 PM   | 0    | 40             |             |                |          |                |           |           |          |       |                  |          |        |        |        |        |
| 4:45 PM - 5:00 PM   | 0    | 20             | 1           | 21             | 30       | 22             | 0         |           |          |       |                  |          | -      | 0      | 0      | 0      |
| 4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM                      | 0    | 20<br>30       | 1<br>2      | 21<br>32       | 23       | 21             | 2         | 46        | 0        | 0     | 60               | 60       | 1      | 0      | 0      | 1      |
| 4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM | 0 0  | 20<br>30<br>33 | 1<br>2<br>2 | 21<br>32<br>35 | 23<br>29 | 21<br>24       | 2 2       | 46<br>55  | 0<br>1   | 0     | 60<br><b>7</b> 2 | 60<br>73 | 1 4    | 0<br>0 | 0<br>0 | 1<br>4 |
| 4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM                      | 0    | 20<br>30       | 1<br>2      | 21<br>32       | 23       | 21             | 2         | 46        | 0        | 0     | 60               | 60       | 1      | 0      | 0      | 1      |

 PROJECT NAME:
 HSRG Overlay and LI District Zoning Amendments

 PROJECT NO:
 210197

 DATE:
 July 5, 2022

 ANALYST:
 Haley Hutson

#### INTERSECTION INFORMATION

#### NOTES:

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

|   | ľ                                       |  |  |   | 1  |  |   |   |  |  |   |   | 1  |   |  |  |
|---|---|--|--|---|--|--|---|---|--|--|---|---|--|---|--|--|
| Time Period   |   | Fasth  | oound  |   |  | Westb  | ound  |   |  | North  | hound   |   |  | South                                   | bound  |  |
| Begin End   | Left                                    | Thru   | Right  | Total   | Left   | Thru   | Right   | Total   | Left   | Thru   | Right   | Total                                   | Left   | Thru                                    | Right  | Total  |
|   |   |  |  |   |  |  |   |   |  |  |   |   |  |   |  |  |
| AM PEAK PERIOD  |   |  |  |   |  |  |   |   |  |  |   |   |  |   |  |  |
| 7:00 AM - 7:15 AM   | 0                                       | 13   | 11   | 24  | 60   | 31   | 0   | 91  | 0  | 0  | 0   | 0                                       | 10   | 0                                       | 55   | 65   |
| 7:15 AM - 7:30 AM   | 0                                       | 27   | 14   | 41  | 61   | 25   | 0   | 86  | 0  | 0  | 0   | 0                                       | 9  | 0                                       | 65   | 74   |
| 7:30 AM - 7:45 AM<br>7:45 AM - 8:00 AM  | 0                                       | 22<br>18   | 18<br>19   | 40<br>37  | 55<br>50   | 37<br>29   | 0   | 92<br>79  | 0  | 0  | 0   | 0                                       | 12<br>11   | 0                                       | 51<br>52   | 63<br>63   |
| 8:00 AM - 8:15 AM   | 0                                       | 35   | 17   | 52  | 41   | 29<br>29   | 0   | 79<br>70  | 0  | 0  | 0   | 0                                       | 11   | 0                                       | 52<br>41   | 52   |
| 8:15 AM - 8:30 AM   | 0                                       | 34   | 17   | 51  | 43   | 24   | 0   | 67  | 0  | 0  | 0   | 0                                       | 11   | 0                                       | 37   | 48   |
| 8:30 AM - 8:45 AM   | 0                                       | 26   | 18   | 44  | 41   | 5  | 0   | 46  | Ö  | 0  | 0   | 0                                       | 15   | 0                                       | 38   | 53   |
| 8:45 AM - 9:00 AM   | Ö                                       | 26   | 12   | 38  | 33   | 8  | ő   | 41  | Ö  | ő  | Ö   | Ö                                       | 11   | ő                                       | 30   | 41   |
| 9:00 AM - 9:15 AM   | 0                                       | 20   | 11   | 31  | 21   | 12   | 0   | 33  | 0  | 0  | 0   | 0                                       | 14   | 0                                       | 21   | 35   |
| 9:15 AM - 9:30 AM   | 0                                       | 16   | 14   | 30  | 23   | 11   | 0   | 34  | 0  | 0  | 0   | 0                                       | 12   | 0                                       | 23   | 35   |
| 9:30 AM - 9:45 AM   | 0                                       | 19   | 12   | 31  | 20   | 12   | 0   | 32  | 0  | 0  | 0   | 0                                       | 11   | 0                                       | 20   | 31   |
| 9:45 AM - 10:00 AM  | 0                                       | 13   | 13   | 26  | 31   | 16   | 0   | 47  | 0  | 0  | 0   | 0                                       | 10   | 0                                       | 21   | 31   |
|   |   |  |  |   |  |  |   |   |  |  |   |   |  |   |  |  |
|   |   |  |  |   |  |  |   |   |  |  |   |   |  |   |  |  |
|   |   |  |  |   |  |  |   |   |  |  |   |   |  |   |  |  |
|   | <u> </u>                                |  |  |   |  | Generaliz  | ed AM Pe  | ak Hour O   | nlv  |  |   |   |  |   |  |  |
| 7:15 AM - 7:30 AM   | 0                                       | 27   | 14   | 41  | 61   | 25   | 0   | 86  | l <u>0</u>                                     | 0  | 0   | 0                                       | 9  | 0                                       | 65   | 74   |
| 7:30 AM - 7:45 AM   | ō                                       | 22   | 18   | 40  | 55   | 37   | Ō   | 92  | Ō  | Ō  | Ō   | Ō                                       | 12   | Ō                                       | 51   | 63   |
| 7:45 AM - 8:00 AM   | Ö                                       | 18   | 19   | 37  | 50   | 29   | ō   | 79  | Ō  | Ō  | Ö   | Ō                                       | 11   | Ō                                       | 52   | 63   |
| 8:00 AM - 8:15 AM   | 0                                       | 35   | 17   | 52  | 41   | 29   | 0   | 70  | 0  | 0  | 0   | 0                                       | 11   | 0                                       | 41   | 52   |
| Peak Hour Total   | 0                                       | 102  | 68   | 170   | 207  | 120  | 0   | 327   | 0  | 0  | 0   | 0                                       | 43   | 0                                       | 209  | 252  |
| Peak 15 Minute Vol  | 0                                       | 35   | 19   | 52  | 61   | 37   | 0   | 92  | 0  | 0  | 0   | 0                                       | 12   | 0                                       | 65   | 74   |
| Calculated PHF  | N/A                                     | 0.73   | 0.89   | 0.82  | 0.85   | 0.81   | N/A   | 0.89  | N/A  | N/A  | N/A   | N/A                                     | 0.90   | N/A                                     | 0.80   | 0.85   |
|   |   |  |  |   | •  |  |   |   |  |  |   |   |  |   |  |  |
| DW DEAK DEDIOD  | -<br>I                                  |  |  |   |  |  |   |   | 1  |  |   |   |  |   |  |  |
| PM PEAK PERIOD  | 0                                       | 23   | 18   | 41  | 55   | 37   | 0   | 92  | 0  | 0  | 0   | 0                                       |  | 0                                       | 11   | 29   |
| 4:00 PM - 4:15 PM   | 0                                       | 23<br>79   | 18<br>19   | 41<br>98  | 55<br>63   | 37<br>38   | 0   | 92<br>101   | 0 0  | 0  | 0   | 0                                       | 18<br>20   | 0                                       | 11<br>8  | 29<br>28   |
| 4:00 PM - 4:15 PM   |   |  | 18<br>19<br>27   | 41<br>98<br>95  | 55<br>63<br>60   |  |   |   |  |  |   |   | 18   |   | 11<br>8<br>11  | 28   |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM  | 0                                       | 79   | 19   | 98  | 63   | 38   | 0   | 101   | 0  | 0  | 0   | 0                                       | 18<br>20   | 0                                       | 8  |  |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM   | 0<br>0<br>0<br>0                        | 79<br>68<br>69<br>51   | 19<br>27<br>22<br>30   | 98<br>95<br>91<br>81  | 63<br>60<br>71<br>60   | 38<br>38<br>42<br>29   | 0<br>0<br>0   | 101<br>98<br>113<br>89  | 0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0                                    | 0<br>0<br>0<br>0                        | 18<br>20<br>15<br>17   | 0<br>0<br>0<br>0                        | 8<br>11<br>10<br>17  | 28<br>26<br>27<br>31   |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM  | 0<br>0<br>0<br>0                        | 79<br>68<br>69<br>51<br>79                                     | 19<br>27<br>22<br>30<br>27   | 98<br>95<br>91<br>81<br>106                                     | 63<br>60<br>71<br>60<br>55                                     | 38<br>38<br>42<br>29<br>39   | 0<br>0<br>0<br>0  | 101<br>98<br>113<br>89<br>94  | 0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0                                    | 0<br>0<br>0<br>0                        | 18<br>20<br>15<br>17<br>14   | 0<br>0<br>0<br>0                        | 8<br>11<br>10<br>17<br>16                                  | 28<br>26<br>27<br>31<br>27                                     |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM<br>5:30 PM - 5:45 PM   | 0<br>0<br>0<br>0                        | 79<br>68<br>69<br>51<br>79<br>71                               | 19<br>27<br>22<br>30<br>27<br>26   | 98<br>95<br>91<br>81<br>106<br>97                               | 63<br>60<br>71<br>60<br>55<br>68                               | 38<br>38<br>42<br>29<br>39<br>31   | 0<br>0<br>0<br>0<br>0   | 101<br>98<br>113<br>89<br>94<br>99  | 0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0<br>0                   | 18<br>20<br>15<br>17<br>14<br>11                                       | 0<br>0<br>0<br>0<br>0                   | 8<br>11<br>10<br>17<br>16<br>15                            | 28<br>26<br>27<br>31<br>27<br>25                               |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM<br>5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM  | 0<br>0<br>0<br>0<br>0                   | 79<br>68<br>69<br>51<br>79<br>71<br>68                         | 19<br>27<br>22<br>30<br>27<br>26<br>21   | 98<br>95<br>91<br>81<br>106<br>97<br>89                         | 63<br>60<br>71<br>60<br>55<br>68<br>47                         | 38<br>38<br>42<br>29<br>39<br>31<br>30   | 0<br>0<br>0<br>0<br>0   | 101<br>98<br>113<br>89<br>94<br>99  | 0 0 0 0 0 0 0 0                                | 0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0<br>0                   | 18<br>20<br>15<br>17<br>14<br>11<br>10                                 | 0<br>0<br>0<br>0<br>0                   | 8<br>11<br>10<br>17<br>16<br>15                            | 28<br>26<br>27<br>31<br>27<br>25<br>23                         |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:45 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:45 PM - 6:00 PM<br>6:00 PM - 6:15 PM  | 0 0 0 0 0 0 0 0 0 0                     | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52                   | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17   | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69                   | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39                   | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22   | 0<br>0<br>0<br>0<br>0<br>0  | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61  | 0        | 0<br>0<br>0<br>0<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0                          | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12                           | 0<br>0<br>0<br>0<br>0<br>0              | 8<br>11<br>10<br>17<br>16<br>15<br>11                      | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22                   |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:45 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM  | 0<br>0<br>0<br>0<br>0<br>0              | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27             | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17   | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46             | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39                   | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22   | 0<br>0<br>0<br>0<br>0<br>0  | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58  | 0<br>0<br>0<br>0<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0<br>0<br>0              | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6                | 0<br>0<br>0<br>0<br>0<br>0<br>0         | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8           | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22                   |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:45 PM - 6:45 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM<br>6:30 PM - 6:45 PM  | 0<br>0<br>0<br>0<br>0<br>0<br>0         | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21       | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19                                     | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38       | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39             | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19   | 0<br>0<br>0<br>0<br>0<br>0<br>0   | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58  | 0        | 0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0<br>0                     | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6                | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8           | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16       |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:43 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM  | 0<br>0<br>0<br>0<br>0<br>0              | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27             | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17   | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46             | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39                   | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22   | 0<br>0<br>0<br>0<br>0<br>0  | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58  | 0<br>0<br>0<br>0<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0<br>0<br>0              | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6                | 0<br>0<br>0<br>0<br>0<br>0<br>0         | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8           | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22                   |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:45 PM - 6:45 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM<br>6:30 PM - 6:45 PM  | 0<br>0<br>0<br>0<br>0<br>0<br>0         | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21       | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19                                     | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38       | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39             | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19   | 0<br>0<br>0<br>0<br>0<br>0<br>0   | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58  | 0        | 0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0<br>0                     | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6                | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8           | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16       |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:45 PM - 6:45 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM<br>6:30 PM - 6:45 PM   | 0<br>0<br>0<br>0<br>0<br>0<br>0         | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21       | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19                                     | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38       | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39             | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19   | 0<br>0<br>0<br>0<br>0<br>0<br>0   | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58  | 0        | 0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0<br>0                     | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6                | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8           | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16       |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:45 PM - 6:45 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM<br>6:30 PM - 6:45 PM   | 0<br>0<br>0<br>0<br>0<br>0<br>0         | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21       | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19                                     | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38       | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39             | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19<br>20<br>18                                       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48  | 0        | 0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0<br>0                     | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6                | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8           | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16       |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>5:00 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM<br>6:30 PM - 6:45 PM<br>6:30 PM - 6:45 PM<br>6:45 PM - 7:00 PM                      | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21<br>20 | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19<br>17                               | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38<br>39 | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39<br>31<br>30 | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19<br>20<br>18                                       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48  | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>0<br>12<br>10<br>6<br>8<br>8 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8<br>8<br>9 | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16<br>17 |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:45 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:45 PM<br>5:30 PM - 6:30 PM<br>6:00 PM - 6:15 PM<br>6:30 PM - 6:45 PM<br>6:30 PM - 7:00 PM<br>6:45 PM - 7:00 PM   | 0 | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21<br>20 | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19<br>17<br>19                         | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38<br>39 | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39<br>31<br>30 | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19<br>20<br>18                                       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48  | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0        | 0             | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>6<br>8<br>8                  | 0 | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8<br>8<br>9 | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16<br>17 |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:45 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:30 PM<br>5:30 PM - 6:15 PM<br>6:00 PM - 6:15 PM<br>6:30 PM - 6:45 PM<br>6:35 PM - 7:00 PM<br>4:30 PM - 7:00 PM   | 0 | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21<br>20 | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19<br>17<br>19                         | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38<br>39 | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39<br>31<br>30 | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19<br>20<br>18<br><b>Generaliz</b><br>38<br>42       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48  | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6<br>8<br>8      | 0 | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8<br>8<br>9 | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16<br>17 |
| 4:00 PM - 4:15 PM 4:15 PM - 4:30 PM 4:30 PM - 4:45 PM 5:00 PM - 5:15 PM 5:30 PM - 5:30 PM 6:30 PM - 6:45 PM 6:00 PM - 6:15 PM 6:30 PM - 6:30 PM 6:30 PM - 7:00 PM 6:45 PM - 7:00 PM   | 0 | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21<br>20 | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19<br>17<br>19                         | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38<br>39 | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>31<br>30       | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19<br>20<br>18<br><b>Generaliz</b><br>38<br>42<br>29 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48  | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>6<br>8<br>8<br>8             | 0 | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8<br>8<br>9 | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16<br>17 |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:45 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:45 PM<br>6:00 PM - 6:15 PM<br>6:30 PM - 6:30 PM<br>6:30 PM - 6:45 PM<br>6:45 PM - 7:00 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>6:45 PM - 5:00 PM | 0 | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21<br>20 | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19<br>17<br>19<br>27<br>22<br>30<br>27 | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38<br>39 | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>39<br>31<br>30 | 38 38 38 42 29 39 31 30 22 19 20 18  Generaliz  29 38 42 29 39                                       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48<br><b>ak Hour O</b><br>98<br>113<br>89<br>94 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>12<br>10<br>6<br>8<br>8<br>8 | 0 | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8<br>8<br>9 | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16<br>17 |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:45 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:45 PM<br>6:45 PM - 6:00 PM<br>6:30 PM - 6:45 PM<br>6:30 PM - 6:45 PM<br>6:45 PM - 7:00 PM<br>4:30 PM - 5:00 PM<br>4:45 PM - 5:00 PM<br>6:50 PM - 5:15 PM | 0 | 79<br>68<br>69<br>51<br>79<br>71<br>68<br>52<br>27<br>21<br>20 | 19<br>27<br>22<br>30<br>27<br>26<br>21<br>17<br>19<br>17<br>19                         | 98<br>95<br>91<br>81<br>106<br>97<br>89<br>69<br>46<br>38<br>39 | 63<br>60<br>71<br>60<br>55<br>68<br>47<br>39<br>31<br>30       | 38<br>38<br>42<br>29<br>39<br>31<br>30<br>22<br>19<br>20<br>18<br><b>Generaliz</b><br>38<br>42<br>29 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 101<br>98<br>113<br>89<br>94<br>99<br>77<br>61<br>58<br>51<br>48  | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0             | 0 | 18<br>20<br>15<br>17<br>14<br>11<br>10<br>6<br>8<br>8<br>8             | 0 | 8<br>11<br>10<br>17<br>16<br>15<br>11<br>12<br>8<br>8<br>9 | 28<br>26<br>27<br>31<br>27<br>25<br>23<br>22<br>14<br>16<br>17 |

 PROJECT NAME:
 HSRG Overlay and LI District Zoning Amendments

 PROJECT NO:
 210197

 DATE:
 July 5, 2022

 ANALYST:
 Haley Hutson

#### INTERSECTION INFORMATION

| SURVEY DATE:   |   | April 20, 2022                 |                |                                 |
|----------------|---|--------------------------------|----------------|---------------------------------|
| INTERSECTION:  | STREET (E-W): Croton Pt Ave<br>STREET (N-S): 9A NB Ramp | <del>-</del>                   |                |                                 |
| SURVEY PERIOD: | AM PEAK PERIOD<br>MIDDAY PEAK PERIOD<br>PM PEAK PERIOD  | 7:00 AM<br>12:00 AM<br>4:00 PM | TO<br>TO<br>TO | 10:00 AM<br>12:00 AM<br>7:00 PM |

#### NOTES:

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

| Time Period<br>Begin End  | Left                                      | Eastb<br>Thru  | ound<br>Right  | Total  | Left   | Westb<br>Thru  | ound<br>Right                                    | Total   | Left   | Northi<br>Thru                            | oound<br>Right   | Total   | Left                                    | South<br>Thru                             | bound<br>Right                            | Total                                     |
|---|---|--|--|--|--|--|--|---|--|---|--|---|---|---|---|---|
| AM PEAK PERIOD 7:00 AM - 7:15 AM 7:15 AM - 7:30 AM 7:35 AM - 7:45 AM 7:45 AM - 8:00 AM 8:00 AM - 8:15 AM 8:30 AM - 8:30 AM 8:30 AM - 8:45 AM 8:45 AM - 9:00 AM 9:00 AM - 9:15 AM 9:15 AM - 9:30 AM 9:30 AM - 9:45 AM 9:45 AM - 10:00 AM | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 23<br>30<br>27<br>38<br>33<br>42<br>35<br>34<br>29<br>41<br>30<br>30 | 17<br>17<br>14<br>15<br>14<br>11<br>10<br>10<br>11<br>11<br>9        | 40<br>47<br>41<br>53<br>47<br>53<br>45<br>44<br>40<br>52<br>39<br>39 | 11<br>10<br>11<br>12<br>15<br>13<br>14<br>13<br>10<br>9              | 73<br>74<br>81<br>93<br>84<br>68<br>61<br>53<br>44<br>51<br>47<br>45 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0        | 84<br>84<br>92<br>105<br>99<br>81<br>75<br>66<br>54<br>60<br>56 | 45<br>36<br>30<br>30<br>31<br>22<br>21<br>19<br>21<br>17<br>17       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 35<br>30<br>31<br>37<br>38<br>41<br>40<br>42<br>40<br>30<br>27<br>29 | 80<br>66<br>61<br>67<br>69<br>63<br>61<br>61<br>47<br>44<br>46              | 0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |
|   |   |  |  |  |  | Canarali   | and AM Da  | ak Hour O   | -h.,   |   |  |   |   |   |   |   |
| 7:15 AM - 7:30 AM<br>7:30 AM - 7:45 AM<br>7:45 AM - 8:00 AM<br>8:00 AM - 8:15 AM<br>Peak Hour Total<br>Peak 15 Minute Vol<br>Calculated PHF   | 0<br>0<br>0<br>0<br>0<br>0<br>N/A         | 30<br>27<br>38<br>33<br>128<br>38<br>0.84                            | 17<br>14<br>15<br>14<br>60<br>17<br>0.88                             | 47<br>41<br>53<br>47<br>188<br>53<br>0.89                            | 10<br>11<br>12<br>15<br>48<br>15<br>0.80                             | 74<br>81<br>93<br>84<br>332<br>93<br>0.89                            | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>N/A | 84<br>92<br>105<br>99<br>380<br>105<br>0.90                     | 36<br>30<br>30<br>31<br>127<br>36<br>0.88                            | 0<br>0<br>0<br>0<br>0<br>0<br>N/A         | 30<br>31<br>37<br>38<br>136<br>38<br>0.89                            | 66<br>61<br>67<br>69<br>263<br>69<br>0.95                                   | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>N/A  | 0<br>0<br>0<br>0<br>0<br>0<br>N/A         | 0<br>0<br>0<br>0<br>0<br>0<br>N/A         | 0<br>0<br>0<br>0<br>0<br>0<br>N/A         |
| PM PEAK PERIOD 4:00 PM - 4:15 PM 4:15 PM - 4:30 PM 4:30 PM - 4:45 PM 5:00 PM - 5:00 PM 5:15 PM - 5:30 PM 5:30 PM - 5:45 PM 6:00 PM - 6:45 PM 6:00 PM - 6:15 PM 6:30 PM - 6:30 PM 6:30 PM - 7:00 PM                                      | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 20<br>71<br>56<br>55<br>35<br>63<br>50<br>45<br>22<br>15<br>18       | 21<br>28<br>27<br>31<br>30<br>27<br>31<br>35<br>40<br>37<br>31<br>30 | 41<br>99<br>83<br>86<br>65<br>90<br>81<br>80<br>62<br>52<br>49       | 30<br>31<br>37<br>30<br>24<br>24<br>26<br>20<br>20<br>17<br>18<br>18 | 51<br>41<br>57<br>52<br>62<br>62<br>61<br>61<br>64<br>67<br>59<br>61 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0        | 81<br>72<br>94<br>82<br>86<br>86<br>87<br>81<br>84<br>84<br>77  | 22<br>21<br>20<br>25<br>30<br>27<br>29<br>36<br>31<br>30<br>30<br>27 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 90<br>96<br>81<br>77<br>83<br>87<br>70<br>72<br>60<br>66<br>56       | 112<br>117<br>101<br>102<br>113<br>114<br>99<br>108<br>91<br>96<br>86<br>86 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0    | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |
| 4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM  | 0   | 56<br>55   | 27<br>31   | 83<br>86   | 37<br>30   | Generalia<br>57<br>52  | zed PM Pe<br>0<br>0                              | 94<br>82  | 20<br>25   | 0   | 81<br>77   | 101<br>102  | 0 0                                     | 0   | 0   | 0   |
| 5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM<br>Peak Hour Total<br>Peak 15 Minute Vol   | 0<br>0<br>0                               | 35<br>63<br>209<br>63  | 30<br>27<br>115<br>31  | 65<br>90<br>324<br>90  | 24<br>24<br>115<br>37  | 62<br>62<br>233<br>62  | 0<br>0<br>0                                      | 86<br>86<br>348<br>94   | 30<br>27<br>102<br>30  | 0<br>0<br>0                               | 83<br>87<br>328<br>87  | 113<br>114<br>430<br>114  | 0<br>0<br>0                             | 0<br>0<br>0                               | 0<br>0<br>0                               | 0<br>0<br>0                               |
| Calculated PHF  | N/A                                       | 0.83   | 0.93   | 0.90   | 0.78   | 0.94   | N/A  | 0.93  | 0.85   | N/A                                       | 0.94   | 114<br>0.94   | N/A                                     | N/A                                       | N/A                                       | N/A                                       |

 PROJECT NAME:
 HSRG Overlay and LI District Zoning Amendments

 PROJECT NO:
 210197

 DATE:
 July 5, 2022

 ANALYST:
 Haley Hutson

#### INTERSECTION INFORMATION

| SURVEY DATE:   |  | April                            | 20, 2022                       |                |                                 |
|----------------|--|----------------------------------|--------------------------------|----------------|---------------------------------|
| INTERSECTION:  | STREET (E-W):<br>STREET (N-S):                       | Croton Pt Ave<br>S Riverside Ave |                                |                |                                 |
| SURVEY PERIOD: | AM PEAK PERIOD<br>MIDDAY PEAK PERI<br>PM PEAK PERIOD | IOD                              | 7:00 AM<br>12:00 AM<br>4:00 PM | TO<br>TO<br>TO | 10:00 AM<br>12:00 AM<br>7:00 PM |

#### NOTES:

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

|  |            |               |                   |                    | T.            |               |               |               | 1                 |                   |               |                   |               |                   |                   |                   |
|--|------------|---------------|-------------------|--------------------|---------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-------------------|---------------|-------------------|-------------------|-------------------|
| Time Period                            |            | Eastb         | ound              |                    |               | Westk         | ound          |               |                   | Northi            | oound         |                   |               | South             | oound             |                   |
| Begin End                              | Left       | Thru          | Right             | Total              | Left          | Thru          | Right         | Total         | Left              | Thru              | Right         | Total             | Left          | Thru              | Right             | Total             |
| AM PEAK PERIOD                         |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
| 7:00 AM - 7:15 AM                      | 37         | 0             | 21                | 58                 | 0             | 0             | 0             | 0             | 12                | 8                 | 0             | 20                | 0             | 9                 | 72                | 81                |
| 7:15 AM - 7:30 AM                      | 37         | 0             | 23                | 60                 | 0             | 0             | 0             | 0             | 14                | 9                 | 0             | 23                | 0             | 11                | 70                | 81                |
| 7:30 AM - 7:45 AM                      | 31         | 0             | 27                | 58                 | 0             | 0             | 0             | 0             | 11                | 10                | 0             | 21                | 0             | 10                | 81                | 91                |
| 7:45 AM - 8:00 AM                      | 48         | 0             | 27                | 75                 | 0             | Ö             | 0             | 0             | 12                | 11                | Ö             | 23                | Ö             | 12                | 93                | 105               |
| 8:00 AM - 8:15 AM                      | 40         | 0             | 31                | 71                 | 0             | 0             | 0             | 0             | 11                | 11                | 0             | 22                | 0             | 11                | 88                | 99                |
| 8:15 AM - 8:30 AM                      | 46         | 0             | 37                | 83                 | 0             | 0             | 0             | 0             | 11                | 10                | 0             | 21                | 0             | 11                | 70                | 81                |
| 8:30 AM - 8:45 AM                      | 43         | 0             | 32                | 75                 | 0             | 0             | 0             | 0             | 15                | 17                | 0             | 32                | 0             | 15                | 60                | 75                |
| 8:45 AM - 9:00 AM                      | 45         | 0             | 31                | 76                 | 0             | 0             | 0             | 0             | 16                | 10                | 0             | 26                | 0             | 11                | 50                | 61                |
| 9:00 AM - 9:15 AM                      | 33         | 0             | 36                | 69                 | 0             | 0             | 0             | 0             | 10                | 17                | 0             | 27                | 0             | 13                | 44                | 57                |
| 9:15 AM - 9:30 AM                      | 37         | 0             | 34                | 71                 | 0             | 0             | 0             | 0             | 17                | 18                | 0             | 35                | 0             | 12                | 43                | 55                |
| 9:30 AM - 9:45 AM                      | 30         | 0             | 27                | 57                 | 0             | 0             | 0             | 0             | 10                | 11                | 0             | 21                | 0             | 14                | 46                | 60                |
| 9:45 AM - 10:00 AM                     | 32         | 0             | 27                | 59                 | 0             | 0             | 0             | 0             | 13                | 11                | 0             | 24                | 0             | 19                | 41                | 60                |
|  |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
|  |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
|  |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
|  |            |               |                   |                    | II.           | Generalia     | zed AM Pe     | ak Hour O     | nly               |                   |               | · ·               | Į.            |                   |                   |                   |
| 7:15 AM - 7:30 AM                      | 37         | 0             | 23                | 60                 | 0             | 0             | 0             | 0             | 14                | 9                 | 0             | 23                | 0             | 11                | 70                | 81                |
| 7:30 AM - 7:45 AM                      | 31         | 0             | 27                | 58                 | 0             | 0             | 0             | 0             | 11                | 10                | 0             | 21                | 0             | 10                | 81                | 91                |
| 7:45 AM - 8:00 AM                      | 48         | 0             | 27                | 75                 | 0             | 0             | 0             | 0             | 12                | 11                | 0             | 23                | 0             | 12                | 93                | 105               |
| 8:00 AM - 8:15 AM                      | 40         | 0             | 31                | 71                 | 0             | 0             | 0             | 0             | 11                | 11                | 0             | 22                | 0             | 11                | 88                | 99                |
| Peak Hour Total                        | 156        | 0             | 108               | 264                | 0             | 0             | 0             | 0             | 48                | 41                | 0             | 89                | 0             | 44                | 332               | 376               |
| Peak 15 Minute Vol<br>Calculated PHF   | 48<br>0.81 | 0<br>N/A      | 31<br>0.87        | 75<br>0.88         | 0<br>N/A      | 0<br>N/A      | 0<br>N/A      | 0<br>N/A      | 14<br>0.86        | 11<br>0.93        | 0<br>N/A      | 23<br>0.97        | 0<br>N/A      | 12<br>0.92        | 93<br>0.89        | 105<br>0.90       |
| Calculated FHF                         | 0.61       | IN/A          | 0.07              | 0.00               | IN/A          | IN/A          | IN/A          | IV/A          | 0.00              | 0.93              | IN/A          | 0.97              | IN/A          | 0.92              | 0.09              | 0.90              |
| PM PEAK PERIOD                         |            |               |                   |                    | T             |               |               |               | T T               |                   |               |                   | 1             |                   |                   |                   |
| 4:00 PM - 4:15 PM                      | 52         | 0             | 46                | 98                 | 0             | 0             | 0             | 0             | 43                | 31                | 0             | 74                | 0             | 26                | 38                | 64                |
| 4:15 PM - 4:30 PM                      | 41         | 0             | 41                | 82                 | 0             | 0             | 0             | 0             | 41                | 30                | 0             | 71                | 0             | 27                | 31                | 58                |
| 4:30 PM - 4:45 PM                      | 58         | 0             | 53                | 111                | 0             | 0             | 0             | 0             | 50                | 37                | 0             | 87                | 0             | 29                | 44                | 73                |
| 4:45 PM - 5:00 PM                      | 51         | 0             | 50                | 101                | 0             | 0             | 0             | 0             | 41                | 31                | 0             | 72                | 0             | 20                | 41                | 61                |
| 5:00 PM - 5:15 PM                      | 56         | 0             | 38                | 94                 | 0             | 0             | 0             | 0             | 41                | 30                | 0             | 71                | 0             | 31                | 45                | 76                |
| 5:15 PM - 5:30 PM                      | 57         | 0             | 41                | 98                 | 0             | 0             | 0             | 0             | 46<br>37          | 38                | 0             | 84                | 0             | 33                | 40                | 73                |
| 5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM | 50<br>50   | 0             | 41<br>30          | 91<br>80           | 0             | 0             | 0             | 0             | 40                | 31<br>27          | 0             | 68<br>67          | 0             | 17<br>18          | 50<br>41          | 67<br>59          |
| 6:00 PM - 6:15 PM                      | 50<br>51   | 0             | 27                | 78                 | 0             | 0             | 0             | 0             | 40                | 29                | 0             | 69                | 0             | 19                | 41                | 63                |
| 6:15 PM - 6:30 PM                      | 55         | 0             | 26                | 81                 | 0             | 0             | 0             | 0             | 41                | 35                | 0             | 76                | 0             | 17                | 43                | 60                |
| 6:30 PM - 6:45 PM                      | 47         | 0             | 27                | 74                 | 0             | Ö             | 0             | 0             | 37                | 30                | 0             | 67                | 0             | 17                | 40                | 57                |
| 6:45 PM - 7:00 PM                      | 50         | Ö             | 28                | 78                 | 0             | Ō             | Ö             | Ö             | 38                | 27                | Ö             | 65                | Ō             | 17                | 41                | 58                |
| ŀ                                      |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
| ŀ                                      |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
|  |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
|  |            |               |                   |                    |               | Canar-II      | nad DM D-     | ak Haus O     |                   |                   |               |                   | <u>l</u>      |                   |                   |                   |
| 4:30 PM - 4:45 PM                      | 58         | 0             | 53                | 111                | 0             | Generali      | zed PM Pe     | ak Hour O     | niy<br>50         | 37                | 0             | 87                | 0             | 29                | 44                | 73                |
| 4:45 PM - 5:00 PM                      | 51         | 0             | 50                | 101                | 0             | 0             | 0             | 0             | 41                | 31                | 0             | 72                | 0             | 20                | 41                | 61                |
| 5:00 PM - 5:15 PM                      | 56         | 0             | 38                | 94                 | 0             | 0             | 0             | 0             | 41                | 30                | 0             | 71                | 0             | 31                | 45                | 76                |
|  | 57         | Ö             | 41                | 98                 | Ö             | ő             | Ö             | 0             | 46                | 38                | Ö             | 84                | Ö             | 33                | 40                | 73                |
| 5:15 PM - 5:30 PM                      |            |               |                   |                    |               |               |               |               |                   |                   |               |                   |               |                   |                   |                   |
| 5:15 PM - 5:30 PM<br>Peak Hour Total   | 222        | 0             | 182               | 404                | 0             | 0             | 0             | 0             | 178               | 136               | 0             | 314               | 0             | 113               | 170               | 283               |
|  | 222<br>58  | 0<br>0<br>N/A | 182<br>53<br>0.86 | 404<br>111<br>0.91 | 0<br>0<br>N/A | 0<br>0<br>N/A | 0<br>0<br>N/A | 0<br>0<br>N/A | 178<br>50<br>0.89 | 136<br>38<br>0.89 | 0<br>0<br>N/A | 314<br>87<br>0.90 | 0<br>0<br>N/A | 113<br>33<br>0.86 | 170<br>45<br>0.94 | 283<br>76<br>0.93 |

 PROJECT NAME:
 HSRG Overlay and LI District Zoning Amendments

 PROJECT NO:
 210197

 DATE:
 July 5, 2022

 ANALYST:
 Haley Hutson

#### INTERSECTION INFORMATION

| SURVEY DATE:   |   | April                             | 20, 2022                       |                |                                 |
|----------------|---|-----------------------------------|--------------------------------|----------------|---------------------------------|
| INTERSECTION:  | STREET (E-W):<br>STREET (N-S):                      | Clinton Street<br>S Riverside Ave |                                |                |                                 |
| SURVEY PERIOD: | AM PEAK PERIOD<br>MIDDAY PEAK PER<br>PM PEAK PERIOD | RIOD                              | 7:00 AM<br>12:00 AM<br>4:00 PM | TO<br>TO<br>TO | 10:00 AM<br>12:00 AM<br>7:00 PM |

#### NOTES:

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

| TRAFFIC VOLUM  |                       |             |             |             |       |                               |                     |                  |                       |                                 |             |                          |             |                       |                  |                        |
|--|-----------------------|-------------|-------------|-------------|-------|-------------------------------|---------------------|------------------|-----------------------|---------------------------------|-------------|--------------------------|-------------|-----------------------|------------------|------------------------|
| Time Period  |                       |             | oound       |             |       | _Westh                        |                     |                  |                       | North                           |             |                          |             |                       | bound            |                        |
| Begin End  | Left                  | Thru        | Right       | Total       | Left  | Thru                          | Right               | Total            | Left                  | Thru                            | Right       | Total                    | Left        | Thru                  | Right            | Total                  |
| AM PEAK PERIOD   |                       |             |             |             |       |                               |                     |                  |                       |                                 |             |                          |             |                       |                  |                        |
| 7:00 AM - 7:15 AM  | 2                     | 0           | 2           | 4           | 0     | 0                             | 0                   | 0                | 2                     | 58                              | 0           | 60                       | 0           | 118                   | 3                | 121                    |
| 7:15 AM - 7:30 AM  | 2                     | 0           | 2           | 4           | 0     | 0                             | 0                   | 0                | 1                     | 58                              | 0           | 59                       | 0           | 114                   | 0                | 114                    |
| 7:30 AM - 7:45 AM  | 3                     | 0           | 1           | 4           | 0     | 0                             | 0                   | 0                | 2                     | 45                              | 0           | 47                       | 0           | 116                   | 2                | 118                    |
| 7:45 AM - 8:00 AM<br>8:00 AM - 8:15 AM   | 1                     | 0           | 1<br>0      | 2<br>1      | 0     | 0                             | 0                   | 0                | 1                     | 66<br>59                        | 0           | 67<br>60                 | 0           | 148<br>132            | 1<br>2           | 149<br>134             |
| 8:15 AM - 8:30 AM  | 2                     | 0           | 0           | 2           | 0     | 0                             | 0                   | 0                | 2                     | 59<br>70                        | 0           | 72                       | 0           | 1132                  | 2                | 134                    |
| 8:30 AM - 8:45 AM  | 1                     | 0           | 1           | 2           | 0     | 0                             | 0                   | 0                | 0                     | 78                              | 0           | 78                       | 0           | 115                   | 1                | 116                    |
| 8:45 AM - 9:00 AM  | 1                     | 0           | 1           | 2           | 0     | 0                             | 0                   | 0                | 2                     | 74                              | 0           | 76                       | 0           | 97                    | 2                | 99                     |
| 9:00 AM - 9:15 AM  | 2                     | 0           | 0           | 2           | 0     | 0                             | 0                   | 0                | 2                     | 69                              | 0           | 71                       | 0           | 89                    | 1                | 90                     |
| 9:15 AM - 9:30 AM  | 3                     | 0           | 1           | 4           | 0     | 0                             | 0                   | 0                | 2                     | 72                              | 0           | 74                       | 0           | 84                    | 3                | 87                     |
| 9:30 AM - 9:45 AM<br>9:45 AM - 10:00 AM  | 1 2                   | 0           | 1           | 2           | 0     | 0                             | 0                   | 0                | 1                     | 61<br>57                        | 0           | 62<br>58                 | 0           | 84<br>89              | 1                | 85<br>90               |
| 9.45 AIVI - 10.00 AIVI   | 2                     | U           |             | 3           | U     | U                             | U                   | U                | !                     | 31                              | U           | 36                       | U           | 09                    |                  | 90                     |
|  |                       |             |             |             |       |                               |                     |                  |                       |                                 |             |                          |             |                       |                  |                        |
|  |                       |             |             |             |       |                               |                     |                  |                       |                                 |             |                          |             |                       |                  |                        |
|  |                       |             |             |             |       | Generali                      | zed AM Pe           | ak Hour O        | nlv                   |                                 |             |                          |             |                       |                  |                        |
| 7:15 AM - 7:30 AM  | 2                     | 0           | 2           | 4           | 0     | 0                             | 0                   | 0                | 1                     | 58                              | 0           | 59                       | 0           | 114                   | 0                | 114                    |
| 7:30 AM - 7:45 AM  | 3                     | 0           | 1           | 4           | 0     | 0                             | 0                   | 0                | 2                     | 45                              | 0           | 47                       | 0           | 116                   | 2                | 118                    |
| 7:45 AM - 8:00 AM  | 1                     | 0           | 1           | 2           | 0     | 0                             | 0                   | 0                | 1                     | 66                              | 0           | 67                       | 0           | 148                   | 1                | 149                    |
| 8:00 AM - 8:15 AM  | 1                     | 0           | 0           | 1           | 0     | 0                             | 0                   | 0                | 11                    | 59                              | 0           | 60                       | 0           | 132                   | 2                | 134                    |
| Peak Hour Tota<br>Peak 15 Minute Vo  | 7                     | 0           | 4 2         | 11<br>4     | 0     | 0                             | 0                   | 0                | 5 2                   | 228<br>66                       | 0           | 233<br>67                | 0           | 510<br>148            | 5<br>2           | 515<br>149             |
| Calculated PHF   |                       | N/A         | 0.50        | 0.69        | N/A   | N/A                           | N/A                 | N/A              | 0.63                  | 0.86                            | N/A         | 0.87                     | N/A         | 0.86                  | 0.63             | 0.86                   |
|  |                       |             |             |             |       |                               |                     |                  |                       |                                 |             |                          |             |                       |                  |                        |
| PM PEAK PERIOD<br>4:00 PM - 4:15 PM  | 1                     | 0           | 0           |             | 0     |                               | 0                   | 0                |                       | 447                             | 0           | 440                      | 0           | 00                    |                  | 00                     |
| 4:15 PM - 4:30 PM  | 2                     | 0           | 1           | 1<br>3      | 0     | 0<br>0                        | 0                   | 0                | 2 2                   | 117<br>107                      | 0           | 119<br>109               | 0           | 92<br>85              | 1<br>1           | 93<br>86               |
| 4:30 PM - 4:45 PM  | 2                     | 0           | 1           | 3           | 0     | 0                             | 0                   | 0                | 3                     | 133                             | 0           | 136                      | 0           | 99                    | 2                | 101                    |
| 4:45 PM - 5:00 PM  | 1                     | 0           | 1           | 2           | 0     | 0                             | 0                   | 0                | 1                     | 120                             | 0           | 121                      | 0           | 98                    | 2                | 100                    |
| 5:00 PM - 5:15 PM  | 1                     | 0           | 0           | 1           | 0     | 0                             | 0                   | 0                | 0                     | 126                             | 0           | 126                      | 0           | 90                    | 1                | 91                     |
| 5:15 PM - 5:30 PM  | 3                     | 0           | 1           | 4           | 0     | 0                             | 0                   | 0                | 3                     | 130                             | 0           | 133                      | 0           | 86                    | 1                | 87                     |
| 5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM   | 2                     | 0           | 1           | 3<br>2      | 0     | 0                             | 0                   | 0                | 4 3                   | 107<br>108                      | 0           | 111<br>111               | 0           | 81<br>78              | 1<br>0           | 82<br>78               |
| 6:00 PM - 6:15 PM  | 2                     | 0           | i           | 3           | 0     | 0                             | 0                   | 0                | 3                     | 105                             | 0           | 108                      | 0           | 80                    | 0                | 80                     |
| 6:15 PM - 6:30 PM  | 0                     | 0           | 1           | 1           | 0     | 0                             | 0                   | 0                | 3                     | 113                             | 0           | 116                      | 0           | 71                    | 2                | 73                     |
| 6:30 PM - 6:45 PM  | 2                     | 0           | 2           | 4           | 0     | 0                             | 0                   | 0                | 2                     | 103                             | 0           | 105                      | 0           | 69                    | 2                | 71                     |
| 6:45 PM - 7:00 PM  | 1                     | 0           | 1           | 2           | 0     | 0                             | 0                   | 0                | 1                     | 111                             | 0           | 112                      | 0           | 70                    | 1                | 71                     |
| 0.43 TW - 7.00 TW  |                       |             |             | _           | _     | •                             | U                   | •                |                       |                                 |             |                          | -           |                       |                  |                        |
| 0.43 T W - 7.00 T W  |                       |             |             | _           |       | ŭ                             | U                   | Ů                |                       |                                 |             |                          |             |                       |                  |                        |
| 0.43 T W - 7.00 T W  |                       |             |             |             |       | Ů                             | v                   | Š                | '                     |                                 |             |                          |             |                       |                  |                        |
| 0.43 TW - 7.00 TW  |                       |             |             |             |       |                               |                     | Ü                |                       |                                 |             |                          |             |                       |                  |                        |
|  | 2                     | 0           | 1           | 3           |       | Generali                      | zed PM Pe           |                  | nly                   |                                 | 0           | 136                      | 0           | 90                    | 2                | 101                    |
| 4:30 PM - 4:45 PM  | 2                     | 0           | 1 1         | 3 2         | 0 0   | Generali:                     | zed PM Pe           | 0                | nly 3                 | 133                             | 0           | 136<br>121               | 0 0         | 99                    | 2 2              | 101<br>100             |
|  | 2 1 1                 | 0<br>0<br>0 | 1<br>1<br>0 | 3<br>2<br>1 | 0 0 0 | Generali                      | zed PM Pe           |                  | nly                   |                                 | 0 0 0       | 136<br>121<br>126        | 0 0 0       | 99<br>98<br>90        | 2<br>2<br>2<br>1 | 101<br>100<br>91       |
| 4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM                   | 1<br>1<br>3           | 0<br>0<br>0 | 0           | 2<br>1<br>4 | 0 0   | <b>Generali:</b> 0 0 0 0      | zed PM Pe 0 0 0 0 0 | 0<br>0<br>0<br>0 | 3<br>1<br>0<br>3      | 133<br>120<br>126<br>130        | 0<br>0<br>0 | 121<br>126<br>133        | 0<br>0<br>0 | 98<br>90<br>86        | 2<br>1<br>1      | 100<br>91<br>87        |
| 4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM<br>Peak Hour Tota | 1<br>1<br>3<br>7      | 0<br>0<br>0 | 0 1 3       | 2<br>1<br>4 | 0 0 0 | Generali:<br>0<br>0<br>0<br>0 | 2ed PM Pe           | 0<br>0<br>0<br>0 | 3<br>1<br>0<br>3<br>7 | 133<br>120<br>126<br>130<br>509 | 0<br>0<br>0 | 121<br>126<br>133<br>516 | 0<br>0<br>0 | 98<br>90<br>86<br>373 | 2<br>1<br>1      | 100<br>91<br>87<br>379 |
| 4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM                   | 1<br>1<br>3<br>7<br>3 | 0<br>0<br>0 | 0           | 2<br>1<br>4 | 0 0   | <b>Generali:</b> 0 0 0 0      | zed PM Pe 0 0 0 0 0 | 0<br>0<br>0<br>0 | 3<br>1<br>0<br>3      | 133<br>120<br>126<br>130        | 0<br>0<br>0 | 121<br>126<br>133        | 0<br>0<br>0 | 98<br>90<br>86        | 2<br>1<br>1      | 100<br>91<br>87        |

 PROJECT NAME:
 HSRG Overlay and LI District Zoning Amendments

 PROJECT NO:
 210197

 DATE:
 July 5, 2022

 ANALYST:
 Haley Hutson

#### INTERSECTION INFORMATION

| SURVEY DATE:   |  | April                            | 20, 2022                       |                |                                 |
|----------------|--|----------------------------------|--------------------------------|----------------|---------------------------------|
| INTERSECTION:  | STREET (E-W):<br>STREET (N-S):                     | Benedict Blvd<br>S Riverside Ave |                                |                |                                 |
| SURVEY PERIOD: | AM PEAK PERIOD<br>MIDDAY PEAK PE<br>PM PEAK PERIOD | RIOD                             | 7:00 AM<br>12:00 AM<br>4:00 PM | TO<br>TO<br>TO | 10:00 AM<br>12:00 AM<br>7:00 PM |

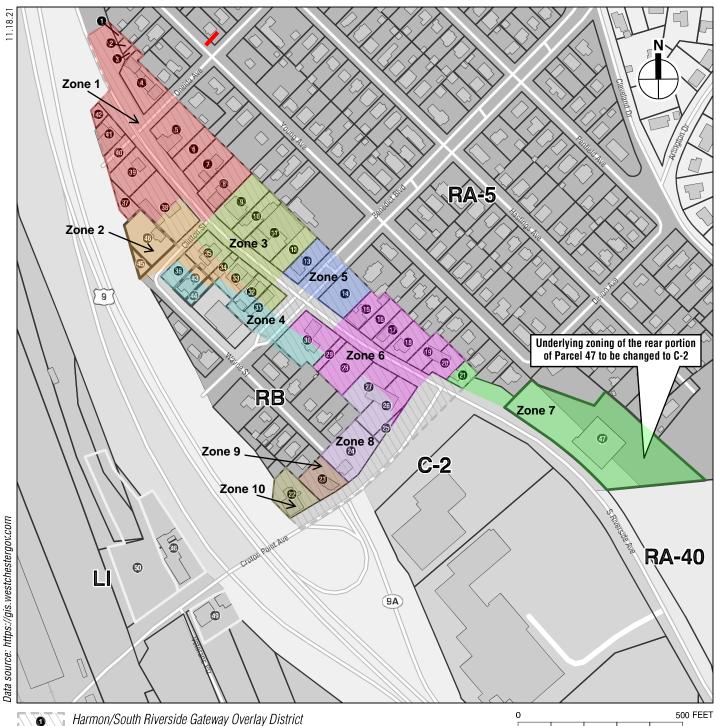
#### NOTES:

- 1.) 15 minute values should be input by the user.
- 2.) Time values should be entered in military time.
- If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

| Time Period<br>Begin End  | Left   | Eastb<br>Thru  | oound<br>Right  | Total  | Left   | Westl<br>Thru  | oound<br>Right   | Total   | Left   | Northi<br>Thru   | bound<br>Right   | Total  | Left   | South<br>Thru   | bound<br>Right  | Total   |
|---|--|--|---|--|--|--|--|---|--|--|--|--|--|---|---|---|
| AM PEAK PERIOD 7:00 AM - 7:15 AM 7:15 AM - 7:30 AM 7:30 AM - 7:45 AM 7:45 AM - 8:00 AM 8:00 AM - 8:15 AM 8:15 AM - 8:30 AM 8:30 AM - 8:45 AM 8:45 AM - 9:00 AM 9:00 AM - 9:15 AM 9:30 AM - 9:30 AM 9:30 AM - 9:45 AM 9:345 AM - 9:45 AM | 5<br>5<br>4<br>5<br>4<br>4<br>6<br>6<br>8<br>7<br>8<br>7     | 47<br>40<br>37<br>42<br>41<br>27<br>29<br>21<br>30<br>27<br>26<br>25 | 3<br>3<br>5<br>4<br>4<br>2<br>4<br>2<br>3<br>3<br>3<br>4<br>3 | 55<br>48<br>46<br>51<br>49<br>33<br>39<br>29<br>41<br>37<br>38<br>35 | 3<br>3<br>4<br>1<br>2<br>2<br>2<br>1<br>1<br>1<br>0<br>1 | 33<br>37<br>30<br>41<br>49<br>40<br>36<br>39<br>31<br>30<br>27       | 17<br>16<br>11<br>10<br>16<br>17<br>17<br>19<br>17<br>18<br>20       | 53<br>56<br>45<br>52<br>67<br>59<br>54<br>59<br>49<br>48<br>48<br>39    | 3<br>3<br>4<br>1<br>4<br>1<br>4<br>1<br>3<br>3<br>5      | 38<br>38<br>32<br>52<br>40<br>51<br>55<br>51<br>46<br>49<br>34       | 4<br>5<br>5<br>6<br>7<br>4<br>1<br>3<br>1<br>3<br>2<br>2 | 45<br>46<br>41<br>59<br>51<br>56<br>60<br>55<br>50<br>55<br>41<br>43 | 33<br>31<br>27<br>39<br>30<br>25<br>30<br>29<br>25<br>21<br>22<br>21 | 75<br>75<br>82<br>100<br>93<br>77<br>70<br>58<br>53<br>52<br>55<br>56 | 12<br>10<br>8<br>10<br>9<br>11<br>16<br>11<br>11<br>12<br>8<br>13 | 120<br>116<br>117<br>149<br>132<br>113<br>116<br>98<br>89<br>85<br>85<br>85 |
|   |  |  |   |  |  |  |  |   |  |  |  |  |  |   |   |   |
| 7.15.111 7.00.111   |  |  |   |  |  |  |  | ak Hour O   | •  |  |  | - 40   | T 04   |   |   | 440   |
| 7:15 AM - 7:30 AM<br>7:30 AM - 7:45 AM<br>7:45 AM - 8:00 AM<br>8:00 AM - 8:15 AM<br>Peak Hour Total<br>Peak 15 Minute Vol<br>Calculated PHF   | 5<br>4<br>5<br>4<br>18<br>5<br>0.90                          | 40<br>37<br>42<br>41<br>160<br>42<br>0.95                            | 3<br>5<br>4<br>4<br>16<br>5<br>0.80                           | 48<br>46<br>51<br>49<br>194<br>51<br>0.95                            | 3<br>4<br>1<br>2<br>10<br>4<br>0.63                      | 37<br>30<br>41<br>49<br>157<br>49<br>0.80                            | 16<br>11<br>10<br>16<br>53<br>16<br>0.83                             | 56<br>45<br>52<br>67<br>220<br>67<br>0.82                               | 3<br>4<br>1<br>4<br>12<br>4<br>0.75                      | 38<br>32<br>52<br>40<br>162<br>52<br>0.78                            | 5<br>5<br>6<br>7<br>23<br>7<br>0.82                      | 46<br>41<br>59<br>51<br>197<br>59<br>0.83                            | 31<br>27<br>39<br>30<br>127<br>39<br>0.81                            | 75<br>82<br>100<br>93<br>350<br>100<br>0.88                           | 10<br>8<br>10<br>9<br>37<br>10<br>0.93                            | 116<br>117<br>149<br>132<br>514<br>149<br>0.86                              |
| PM PEAK PERIOD  | Ī  |  |   |  | T  |  |  | 1   | l  |  |  | 1  | T  |   |   | 1   |
| 4:00 PM - 4:15 PM<br>4:15 PM - 4:30 PM<br>4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:30 PM - 5:45 PM<br>5:45 PM - 6:00 PM<br>6:00 PM - 6:15 PM<br>6:15 PM - 6:30 PM<br>6:30 PM - 6:45 PM<br>6:30 PM - 7:00 PM     | 10<br>11<br>12<br>12<br>6<br>6<br>5<br>7<br>5<br>4<br>7<br>7 | 33<br>37<br>38<br>44<br>31<br>33<br>40<br>31<br>35<br>40<br>30<br>27 | 3<br>6<br>5<br>5<br>2<br>2<br>1<br>0<br>0<br>1<br>1           | 46<br>54<br>55<br>61<br>39<br>41<br>46<br>38<br>40<br>45<br>38<br>34 | 5<br>5<br>4<br>4<br>6<br>4<br>4<br>2<br>2<br>3<br>2<br>2 | 40<br>41<br>55<br>60<br>90<br>50<br>50<br>41<br>50<br>41<br>37<br>37 | 35<br>37<br>41<br>40<br>47<br>40<br>31<br>31<br>28<br>27<br>26<br>30 | 80<br>83<br>100<br>104<br>143<br>94<br>85<br>74<br>80<br>71<br>65<br>69 | 4<br>6<br>7<br>6<br>6<br>3<br>2<br>1<br>3<br>3<br>2<br>1 | 74<br>61<br>83<br>69<br>73<br>87<br>75<br>73<br>75<br>85<br>72<br>75 | 5<br>4<br>5<br>7<br>7<br>5<br>4<br>3<br>2<br>2<br>3<br>1 | 83<br>71<br>95<br>82<br>86<br>95<br>81<br>77<br>80<br>90<br>77<br>77 | 26<br>27<br>25<br>30<br>20<br>18<br>17<br>20<br>16<br>15<br>14       | 56<br>47<br>64<br>52<br>68<br>67<br>62<br>57<br>61<br>56<br>54<br>56  | 10<br>12<br>11<br>17<br>2<br>2<br>3<br>2<br>4<br>1<br>3<br>2      | 92<br>86<br>100<br>99<br>90<br>87<br>82<br>79<br>81<br>72<br>71             |
|   |  |  |   |  | I.   | Generali   | zed PM Pe  | ak Hour O   | nly  |  |  |  | I .  |   |   |   |
| 4:30 PM - 4:45 PM<br>4:45 PM - 5:00 PM<br>5:00 PM - 5:15 PM<br>5:15 PM - 5:30 PM<br>Peak Hour Total<br>Peak 15 Minute Vol<br>Calculated PHF   | 12<br>12<br>6<br>6<br>6<br>12<br>0,75                        | 38<br>44<br>31<br>33<br>146<br>44<br>0.83                            | 5<br>5<br>2<br>2<br>2<br>14<br>5<br>0.70                      | 55<br>61<br>39<br>41<br>196<br>61<br>0.80                            | 4<br>4<br>6<br>4<br>18<br>6<br>0.75                      | 55<br>60<br>90<br>50<br>255<br>90<br>0.71                            | 41<br>40<br>47<br>40<br>168<br>47<br>0.89                            | 100<br>104<br>143<br>94<br>441<br>143<br>0.77                           | 7<br>6<br>6<br>3<br>22<br>7<br>0,79                      | 83<br>69<br>73<br>87<br>312<br>87<br>0.90                            | 5<br>7<br>7<br>5<br>24<br>7<br>0.86                      | 95<br>82<br>86<br>95<br>358<br>95<br>0.94                            | 25<br>30<br>20<br>18<br>93<br>30<br>0.78                             | 64<br>52<br>68<br>67<br>251<br>68<br>0.92                             | 11<br>17<br>2<br>2<br>2<br>32<br>17<br>0.47                       | 100<br>99<br>90<br>87<br>376<br>100<br>0.94                                 |

### Trip Generation Backup

- Trip Assignment Zone Maps
- Zone Trip Generation Tables
- Zone Trip Assignment Detail Tables



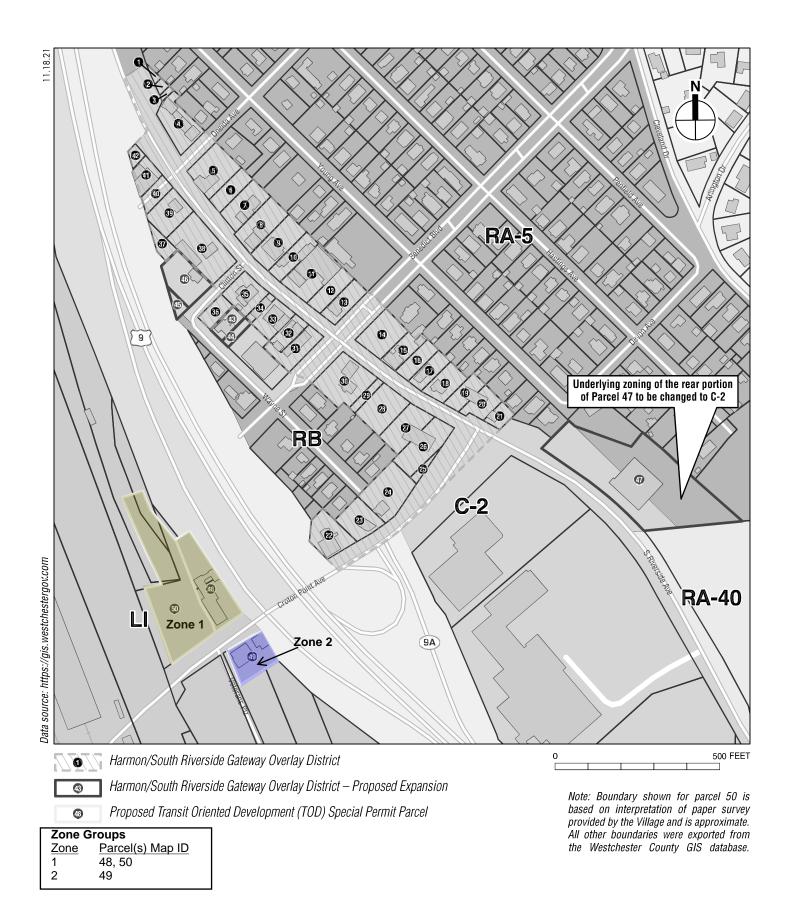
Harmon/South Riverside Gateway Overlay District - Proposed Expansion **4**3

Proposed Transit Oriented Development (TOD) Special Permit Parcel **4**3

| Zone G      | Groups           | Note:                            |
|-------------|------------------|----------------------------------|
| <u>Zone</u> | Parcel(s) Map ID | Parcels with assumed multiple    |
| 1           | 1-8, 37-42       | access points may be included in |
| 2           | 33-36, 38, 43-46 | multiple zones.                  |
| 3           | 9-12, 31-34      |                                  |
| 4           | 30-32, 43, 44    |                                  |
| 5           | 13, 14           |                                  |
| 6           | 15-20, 25-29     |                                  |
| 7           | 21, 47           |                                  |
| 8           | 24-27            |                                  |
| 9           | 23               |                                  |
| 10          | 22               |                                  |

Note: Boundary shown for parcel 50 is based on interpretation of paper survey provided by the Village and is approximate. All other boundaries were exported from the Westchester County GIS database.

Zones (Parcel Groups) for Trip Assignments - HSRG Figure 1



Zones (Parcel Groups) for Trip Assignments - LI TOD Figure 1

Trip Generation\*
HSRC Overlay and LI District Zoning Amendments - LI TOD ZONE 1

|             |                       |  |           |  |                               | пов   | G Over    | ay and I | A DISTITUTE | t Zoning  | g Amena | ments - i | LITOD      | ZONE 1   |
|-------------|-----------------------|--|-----------|--|-------------------------------|-------|-----------|----------|-------------|-----------|---------|-----------|------------|----------|
| Building    | Zoning                | Land Use                                 |           | ITE Land Use   | Size                          | Weekd | ay AM Pea | k Hour   | Weekd       | ay PM Pea | k Hour  | Saturday  | / Midday P | eak Hour |
| Component   | Component             | Description                              | Code #    | Land Use   | 3126                          | In    | Out       | Total    | In          | Out       | Total   | In        | Out        | Total    |
|             | HSRG                  | Multifamily<br>Housing (3 story<br>max.) | 220       | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 0 Units                       |       |           |          |             |           |         |           |            |          |
|             | LI TOD                | Multifamily<br>Housing (5 story<br>max.) | 221       | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 74 Units                      | 5     | 16        | 21       | 18          | 11        | 29      | 15        | 15         | 30       |
| Residential |                       |  | Subto     | tal Residential  | 74 Units                      | 5     | 16        | 21       | 18          | 11        | 29      | 15        | 15         | 30       |
|             |                       |  |           |  | Internal Trips (6)            | -1    | -1        | -2       | -2          | -1        | -3      | -2        | -1         | -3       |
|             |                       |  |           |  | Mass Transit Credit (7)       | 0     | -2        | -2       | -2          | -1        | -3      | -1        | -2         | -3       |
|             |                       |  | Tota      | I Residential  | 74 Units                      | 4     | 13        | 17       | 14          | 9         | 23      | 12        | 12         | 24       |
|             |                       |  |           |  | 6.304 kSF <sup>(8)</sup>      | 9     | 2         | 11       | 5           | 9         | 14      | 2         | 1          | 3        |
|             |                       | Office                                   | 712 / 710 | Small Office Building (AM, PM) /   | Internal Trips (6)            | -1    | 0         | -1       | -1          | 0         | -1      | 0         | 0          | 0        |
|             |                       | Office                                   | 712/710   | General Office Building (Sat.) <sup>(3)</sup>                                | Mass Transit Credit (7)       | -1    | 0         | -1       | 0           | -1        | -1      | 0         | 0          | 0        |
|             |                       |  |           |  | Total Office                  | 7     | 2         | 9        | 4           | 8         | 12      | 2         | 1          | 3        |
|             |                       |  |           |  | 6.675 kSF <sup>(8)</sup>      | 10    | 6         | 16       | 22          | 22        | 44      | 22        | 22         | 44       |
|             |                       |  |           |  | Internal Trips <sup>(6)</sup> | -1    | -1        | -2       | -2          | -2        | -4      | -2        | -2         | -4       |
|             | LI TOD                | Retail                                   | 822       | Strip Retail Plaza (<40k) <sup>(4)</sup>                                     | Mass Transit Credit (7)       | -1    | 0         | -1       | -2          | -2        | -4      | -2        | -2         | -4       |
| Commercial  | Livos                 |  |           |  | Pass-by Trips <sup>(9)</sup>  | -2    | -1        | 0        | -6          | -6        | -12     | -5        | -5         | -9       |
|             |                       |  |           |  | Total Retail                  | 6     | 4         | 13       | 12          | 12        | 24      | 13        | 13         | 27       |
|             |                       |  |           |  | 5.562 kSF <sup>(6)</sup>      | 2     | 2         | 4        | 29          | 14        | 43      | 35        | 24         | 59       |
|             |                       |  |           | (5)  | Internal Trips (6)            | 0     | 0         | 0        | -3          | -1        | -4      | -4        | -2         | -6       |
|             |                       | Restaurant                               | 931       | Fine Dining Restaurant <sup>(5)</sup>  | Mass Transit Credit (7)       | 0     | 0         | 0        | -3          | -1        | -4      | -3        | -2         | -5       |
|             |                       |  |           |  | Pass-by Trips (10)            | 0     | 0         | -1       | -10         | -5<br>    | -15     | -16       | -11        | -27      |
|             |                       |  | <u> </u>  |  | Total Restaurant              | 2     | 2         | 3        | 13          | 7         | 20      | 12        | 9          | 21       |
|             |                       |  | Total     | Commercial   | 18.541 kSF                    | 15    | 8         | 25       | 29          | 27        | 56      | 27        | 23         | 51       |
|             | TOTAL TRIP GENERATION |  |           |  |                               | 19    | 21        | 42       | 43          | 36        | 79      | 39        | 35         | 75       |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- 3) ITE rate of 1.67 trips/1,000 SF (82% entering, 18% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 2.16 trips/1,000 SF (34% entering, 66% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.53 trips/1,000 SF (54% entering, 46% exiting) was used for the Saturday Midday Peak Hour. ITE Rates unavailable for the "Small Office Building" land use for the Saturday Midday Peak Hour, therefore, "General Office Building" land use rates were utilized instead.
- (4) ITE rate of 2.36 trips/1,000 SF (60% entering, 40% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 6.59 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 6.57 trips/1,000 SF (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour
- (5) ITE rate of 0.73 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 7.80 trips/1,000 SF (67% entering, 33% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 10.68 trips/1,000 SF (59% entering, 41% exiting) was used for the Saturday Midday Peak Hour
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.
- (8) The commercial square footage was assumed to be 34% office, 36% retail, and 30% restaurant.
- (9) Pass-by trip percentage of 34% utilized for the Weekday PM peak hour and 26% utilized for the Saturday Midday peak hour, based on average of pass-by trip percentages presented in the Institute of
  Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 820 "Shopping Center". ITE Pass-by trip percentage unavailable for Land Use 820 for the
  Weekday AM peak hour and was developed from the ratio of Weekday AM to Weekday PM peak hour trips yielding a pass-by trip percentage of 20%.
- (10) Pass-by trip percentage of 44% utilized for the Weekday PM peak hour, based on average of pass-by trip percentages presented in the Institute of
  Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 931 "Quality Restaurant". ITE Pass-by trip percentages unavailable for Land Use 931 for the
  Weekday AM and Saturday Midday peak hours and were developed from the ratio of Weekday AM and Saturday Midday to Weekday PM peak hour trips yielding pass-by trip percentages of
  24% and 57% for the Weekday AM and Saturday Midday peak hours, respectively.

**Trip Generation\*** HSRG Overlay and LI District Zoning Amendments - LI TOD ZONE 2

| Duitalina             | 7                     | Landlia                            |           | ITE Land Use   |                               |    | ay AM Pea |       |    | ay PM Pea | _     |    | Midday F | ZONE  |
|-----------------------|-----------------------|------------------------------------|-----------|--|-------------------------------|----|-----------|-------|----|-----------|-------|----|----------|-------|
| Building<br>Component | Zoning<br>Component   | Land Use<br>Description            | Code #    |  | Size                          |    |           | Total |    |           |       |    |          |       |
|                       | HSRG                  | Multifamily Housing (3 story max.) | 220       | Land Use  Multifamily Housing (Low-Rise) - Not Close to Rail Transit (1)     | 0 Units                       | In | Out       | Total | In | Out       | Total | In | Out      | Total |
|                       | LI TOD                | Multifamily Housing (5 story max.) | 221       | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 13 Units                      | 3  | 7         | 10    | 3  | 2         | 5     | 3  | 2        | 5     |
| Residential           |                       |                                    | Subto     | tal Residential  | 13 Units                      | 3  | 7         | 10    | 3  | 2         | 5     | 3  | 2        | 5     |
|                       |                       |                                    |           |  | Internal Trips <sup>(6)</sup> | 0  | -1        | -1    | 0  | -1        | -1    | 0  | -1       | -1    |
|                       |                       |                                    |           |  | Mass Transit Credit (7)       | 0  | -1        | -1    | 0  | 0         | 0     | 0  | 0        | 0     |
|                       |                       |                                    | Tota      | l Residential  | 13 Units                      | 3  | 5         | 8     | 3  | 1         | 4     | 3  | 1        | 4     |
|                       |                       |                                    |           |  | 1.119 kSF <sup>(8)</sup>      | 2  | 0         | 2     | 1  | 1         | 2     | 1  | 0        | 1     |
|                       |                       | Office                             | 712 / 710 | Small Office Building (AM, PM) /   | Internal Trips (6)            | 0  | 0         | 0     | 0  | 0         | 0     | 0  | 0        | 0     |
|                       |                       | Office                             | /12//10   | General Office Building (Sat.) <sup>(3)</sup>                                | Mass Transit Credit (7)       | 0  | 0         | 0     | 0  | 0         | 0     | 0  | 0        | 0     |
|                       |                       |                                    |           |  | Total Office                  | 2  | 0         | 2     | 1  | 1         | 2     | 1  | 0        | 1     |
|                       |                       |                                    |           |  | 1.185 kSF <sup>(8)</sup>      | 2  | 1         | 3     | 4  | 4         | 8     | 4  | 4        | 8     |
|                       |                       |                                    |           |  | Internal Trips <sup>(6)</sup> | 0  | 0         | 0     | 0  | -1        | -1    | 0  | -1       | -1    |
|                       | LITOD                 | Retail                             | 822       | Strip Retail Plaza (<40k) <sup>(4)</sup>                                     | Mass Transit Credit (7)       | 0  | 0         | 0     | 0  | -1        | -1    | 0  | -1       | -1    |
| Commercial            | 21100                 |                                    |           |  | Pass-by Trips <sup>(9)</sup>  | 0  | 0         | 0     | -1 | -1        | -2    | -1 | -1       | -2    |
|                       |                       |                                    |           |  | Total Retail                  | 2  | 1         | 3     | 3  | 1         | 4     | 3  | 1        | 4     |
|                       |                       |                                    |           |  | 0.987 kSF <sup>(6)</sup>      | 1  | 0         | 1     | 5  | 3         | 8     | 6  | 5        | 11    |
|                       |                       |                                    |           | (5)  | Internal Trips (6)            | 0  | 0         | 0     | -1 | 0         | -1    | -1 | 0        | -1    |
|                       |                       | Restaurant                         | 931       | Fine Dining Restaurant <sup>(5)</sup>  | Mass Transit Credit (7)       | 0  | 0         | 0     | 0  | -1        | -1    | -1 | 0        | -1    |
|                       |                       |                                    |           |  | Pass-by Trips (10)            | 0  | 0         | 0     | -2 | -1        | -3    | -2 | -3       | -5    |
|                       |                       |                                    |           |  | Total Restaurant              | 1  | 0         | 1     | 2  | 1         | 3     | 2  | 2        | 4     |
|                       |                       |                                    | Total     | Commercial   | 3.291 kSF                     | 5  | 1         | 6     | 6  | 3         | 9     | 6  | 3        | 9     |
|                       | TOTAL TRIP GENERATION |                                    |           |  |                               | 8  | 6         | 14    | 9  | 4         | 13    | 9  | 4        | 13    |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.32(X) + 5.84 (26% entering, 74% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour
- ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (3) ITE rate of 1.67 trips/1,000 SF (82% entering, 18% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 2.16 trips/1,000 SF (34% entering, 66% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.53 trips/1,000 SF (54% entering, 46% exiting) was used for the Saturday Midday Peak Hour. ITE Rates unavailable for the "Small Office Building" land use for the Saturday Midday Peak Hour, therefore, "General Office Building" land use rates were utilized instead.
- (4) ITE rate of 2.36 trips/1,000 SF (60% entering, 40% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 6.59 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 6.57 trips/1,000 SF (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour
- (5) ITE rate of 0.73 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 7.80 trips/1,000 SF (67% entering, 33% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 10.68 trips/1,000 SF (59% entering, 41% exiting) was used for the Saturday Midday Peak Hour
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.
- (8) The commercial square footage was assumed to be 34% office, 36% retail, and 30% restaurant.
- (9) Pass-by trip percentage of 34% utilized for the Weekday PM peak hour and 26% utilized for the Saturday Midday peak hour, based on average of pass-by trip percentages presented in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 820 "Shopping Center". ITE Pass-by trip percentage unavailable for Land Use 820 for the Weekday AM peak hour and was developed from the ratio of Weekday AM to Weekday PM peak hour trips yielding a pass-by trip percentage of 20%.
- (10) Pass-by trip percentage of 44% utilized for the Weekday PM peak hour, based on average of pass-by trip percentages presented in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 931 "Quality Restaurant". ITE Pass-by trip percentages unavailable for Land Use 931 for the Weekday AM and Saturday Midday peak hours and were developed from the ratio of Weekday AM and Saturday Midday to Weekday PM peak hour trips yielding pass-by trip percentages of 24% and 57% for the Weekday AM and Saturday Midday peak hours, respectively.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 1

| Building    | Zoning                     | Land Use                              |        | ITE Land Use   | Size                          | Weeko | lay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturday | / Midday P | eak Hour |
|-------------|----------------------------|---------------------------------------|--------|--|-------------------------------|-------|------------|--------|-------|-----------|--------|----------|------------|----------|
| Component   | Component                  | Description                           | Code # | Land Use   | OIZC                          | In    | Out        | Total  | In    | Out       | Total  | In       | Out        | Total    |
|             | HSRG                       | Multifamily Housing (3 story max.)    | 220    | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 80 Units                      | 12    | 36         | 48     | 35    | 20        | 55     | 17       | 16         | 33       |
|             | LI TOD                     | Multifamily Housing<br>(5 story max.) | 221    | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                       |       |            |        |       |           |        |          |            |          |
| Residential |                            |                                       | Subto  | tal Residential  | 80 Units                      | 12    | 36         | 48     | 35    | 20        | 55     | 17       | 16         | 33       |
|             |                            |                                       |        |  | Internal Trips <sup>(6)</sup> | -1    | -4         | -5     | -4    | -2        | -6     | -2       | -1         | -3       |
|             |                            |                                       |        |  |                               | 11    | 32         | 43     | 31    | 18        | 49     | 15       | 15         | 30       |
|             |                            |                                       |        |  | Mass Transit Credit (7)       | -1    | -3         | -4     | -3    | -2        | -5     | -2       | -1         | -3       |
|             | Total Residential 80 Units |                                       |        |  |                               |       |            | 39     | 28    | 16        | 44     | 13       | 14         | 27       |
|             | TOTAL TRIP GENERATION      |                                       |        |  |                               |       | 29         | 39     | 28    | 16        | 44     | 13       | 14         | 27       |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 2

| Building    | Zoning                | Land Use                              |        | ITE Land Use   | Size                               | Weekd | lay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturda | y Midday P | eak Hour |
|-------------|-----------------------|---------------------------------------|--------|--|------------------------------------|-------|------------|--------|-------|-----------|--------|---------|------------|----------|
| Component   | Component             | Description                           | Code # | Land Use   | 0.23                               | In    | Out        | Total  | In    | Out       | Total  | In      | Out        | Total    |
|             | HSRG                  | Multifamily Housing (3 story max.)    | 220    | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 42 Units                           | 9     | 27         | 36     | 25    | 14        | 39     | 9       | 8          | 17       |
|             | LI TOD                | Multifamily Housing<br>(5 story max.) | 221    | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                            |       |            |        |       |           |        |         |            |          |
| Residential |                       |                                       | Subto  | tal Residential  | 42 Units                           | 9     | 27         | 36     | 25    | 14        | 39     | 9       | 8          | 17       |
|             |                       |                                       |        |  | Internal Trips <sup>(6)</sup>      | -1    | -3         | -4     | -3    | -1        | -4     | -1      | -1         | -2       |
|             |                       |                                       |        |  |                                    | 8     | 24         | 32     | 22    | 13        | 35     | 8       | 7          | 15       |
|             |                       |                                       |        |  | Mass Transit Credit <sup>(7)</sup> | -1    | -2         | -3     | -2    | -2        | -4     | -1      | -1         | -2       |
|             |                       | 42 Units                              | 7      | 22   | 29                                 | 20    | 11         | 31     | 7     | 6         | 13     |         |            |          |
|             | TOTAL TRIP GENERATION |                                       |        |  |                                    |       | 22         | 29     | 20    | 11        | 31     | 7       | 6          | 13       |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 3

| Building    | Zoning                | Land Use                           |        | ITE Land Use   | Size                          | Weekd | ay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturda | y Midday P | eak Hour |
|-------------|-----------------------|------------------------------------|--------|--|-------------------------------|-------|-----------|--------|-------|-----------|--------|---------|------------|----------|
| Component   | Component             | Description                        | Code # | Land Use   | OIZC                          | ln    | Out       | Total  | In    | Out       | Total  | In      | Out        | Total    |
|             | HSRG                  | Multifamily Housing (3 story max.) | 220    | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit <sup>(1)</sup> | 47 Units                      | 9     | 28        | 37     | 26    | 15        | 41     | 10      | 9          | 19       |
|             | LI TOD                | Multifamily Housing (5 story max.) | 221    | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                       |       |           |        |       |           |        |         |            |          |
| Residential |                       |                                    | Subto  | tal Residential  | 47 Units                      | 9     | 28        | 37     | 26    | 15        | 41     | 10      | 9          | 19       |
|             |                       |                                    |        |  | Internal Trips <sup>(6)</sup> | -1    | -3        | -4     | -3    | -1        | -4     | -1      | -1         | -2       |
|             |                       |                                    |        |  |                               | 8     | 25        | 33     | 23    | 14        | 37     | 9       | 8          | 17       |
|             |                       |                                    |        |  | Mass Transit Credit (7)       | -1    | -2        | -3     | -2    | -2        | -4     | -1      | -1         | -2       |
|             |                       | 47 Units                           | 7      | 23   | 30                            | 21    | 12        | 33     | 8     | 7         | 15     |         |            |          |
|             | TOTAL TRIP GENERATION |                                    |        |  |                               |       | 23        | 30     | 21    | 12        | 33     | 8       | 7          | 15       |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 4

| Building    | Zoning  | Land Use                              |        | ITE Land Use   | Size                               | Weeko | lay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturday | y Midday P | eak Hour |
|-------------|---|---------------------------------------|--------|--|------------------------------------|-------|------------|--------|-------|-----------|--------|----------|------------|----------|
| Component   | Component   | Description                           | Code # | Land Use   | Oize                               | In    | Out        | Total  | In    | Out       | Total  | In       | Out        | Total    |
|             | HSRG  | Multifamily Housing (3 story max.)    | 220    | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 17 Units                           | 7     | 21         | 28     | 18    | 10        | 28     | 4        | 3          | 7        |
|             | LI TOD  | Multifamily Housing<br>(5 story max.) | 221    | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                            |       |            |        |       |           |        |          |            |          |
| Residential |   |                                       |        |  | 17 Units                           | 7     | 21         | 28     | 18    | 10        | 28     | 4        | 3          | 7        |
|             |   |                                       |        |  | Internal Trips <sup>(6)</sup>      | -1    | -2         | -3     | -2    | -1        | -3     | 0        | -1         | -1       |
|             |   |                                       |        |  |                                    | 6     | 19         | 25     | 16    | 9         | 25     | 4        | 2          | 6        |
|             |   |                                       |        |  | Mass Transit Credit <sup>(7)</sup> | -1    | -2         | -3     | -2    | -1        | -3     | 0        | -1         | -1       |
|             | Total Residential                                 |                                       |        |  |                                    | 5     | 17         | 22     | 14    | 8         | 22     | 4        | 1          | 5        |
|             | Total Residential 17 Units  TOTAL TRIP GENERATION |                                       |        |  |                                    | 5     | 17         | 22     | 14    | 8         | 22     | 4        | 1          | 5        |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 5

| Building    | Zoning  | Land Use                              |          | ITE Land Use   | Size                          |    | day AM Pea |       |    | ay PM Pea |       | 1  | / Midday P | eak Hour |
|-------------|---|---------------------------------------|----------|--|-------------------------------|----|------------|-------|----|-----------|-------|----|------------|----------|
| Component   | Component   | Description                           | Code #   | Land Use   | 0120                          | ln | Out        | Total | In | Out       | Total | In | Out        | Total    |
|             | HSRG  | Multifamily Housing (3 story max.)    | 220      | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit <sup>(1)</sup> | 17 Units                      | 7  | 21         | 28    | 18 | 10        | 28    | 4  | 3          | 7        |
|             | LI TOD  | Multifamily Housing<br>(5 story max.) | 221      | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                       |    |            |       |    |           |       |    |            |          |
| Residential |   | tal Residential                       | 17 Units | 7  | 21                            | 28 | 18         | 10    | 28 | 4         | 3     | 7  |            |          |
|             |   |                                       |          |  | Internal Trips <sup>(6)</sup> | -1 | -2         | -3    | -2 | -1        | -3    | 0  | -1         | -1       |
|             |   |                                       |          |  |                               | 6  | 19         | 25    | 16 | 9         | 25    | 4  | 2          | 6        |
|             |   |                                       |          |  | Mass Transit Credit (7)       | -1 | -2         | -3    | -2 | -1        | -3    | 0  | -1         | -1       |
|             | Total Residential                                 |                                       |          |  |                               |    | 17         | 22    | 14 | 8         | 22    | 4  | 1          | 5        |
|             | Total Residential 17 Units  TOTAL TRIP GENERATION |                                       |          |  |                               | 5  | 17         | 22    | 14 | 8         | 22    | 4  | 1          | 5        |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 6

| Building    | Zoning                 | Land Use                              |        | ITE Land Use   | Size                          | Weeko | lay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturday | / Midday P | eak Hour |
|-------------|------------------------|---------------------------------------|--------|--|-------------------------------|-------|------------|--------|-------|-----------|--------|----------|------------|----------|
| Component   | Component              | Description                           | Code # | Land Use   | OIZC                          | In    | Out        | Total  | In    | Out       | Total  | In       | Out        | Total    |
|             | HSRG                   | Multifamily Housing (3 story max.)    | 220    | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 66 Units                      | 10    | 33         | 43     | 31    | 18        | 49     | 14       | 13         | 27       |
|             | LI TOD                 | Multifamily Housing<br>(5 story max.) | 221    | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                       |       |            |        |       |           |        |          |            |          |
| Residential |                        |                                       |        |  | 66 Units                      | 10    | 33         | 43     | 31    | 18        | 49     | 14       | 13         | 27       |
|             |                        |                                       |        |  | Internal Trips <sup>(6)</sup> | -1    | -3         | -4     | -3    | -2        | -5     | -1       | -2         | -3       |
|             |                        |                                       |        |  |                               | 9     | 30         | 39     | 28    | 16        | 44     | 13       | 11         | 24       |
|             |                        |                                       |        |  | Mass Transit Credit (7)       | -1    | -3         | -4     | -3    | -1        | -4     | -1       | -1         | -2       |
|             | Total Residential 66 U |                                       |        |  |                               | 8     | 27         | 35     | 25    | 15        | 40     | 12       | 10         | 22       |
|             | TOTAL TRIP GENERATION  |                                       |        |  |                               |       | 27         | 35     | 25    | 15        | 40     | 12       | 10         | 22       |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 7

| Building    | Zoning                | Land Use                           |          | ITE Land Use   | Size                          | Weeko | ay AM Pea | k Hour | Weekd | ay PM Pea | k Hour     | Saturday | / Midday P | eak Hour |
|-------------|-----------------------|------------------------------------|----------|--|-------------------------------|-------|-----------|--------|-------|-----------|------------|----------|------------|----------|
| Component   | Component             | Description                        | Code #   | Land Use   | OIZC                          | In    | Out       | Total  | In    | Out       | Total      | In       | Out        | Total    |
|             | HSRG                  | Multifamily Housing (3 story max.) | 220      | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 70 Units                      | 11    | 34        | 45     | 32    | 19        | 51         | 15       | 14         | 29       |
|             | LI TOD                | Multifamily Housing (5 story max.) | 221      | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                       |       |           |        |       |           |            |          |            |          |
| Residential |                       |                                    |          |  | 70 Units                      | 11    | 34        | 45     | 32    | 19        | 51         | 15       | 14         | 29       |
|             |                       |                                    |          |  | Internal Trips <sup>(6)</sup> | -1    | -4        | -5     | -3    | -2        | -5         | -2       | -1         | -3       |
|             |                       |                                    |          |  |                               | 10    | 30        | 40     | 29    | 17        | <b>4</b> 6 | 13       | 13         | 26       |
|             |                       |                                    |          |  | Mass Transit Credit (7)       | -1    | -3        | -4     | -3    | -2        | -5         | -1       | -2         | -3       |
|             |                       | l Residential                      | 70 Units | 9  | 27                            | 36    | 26        | 15     | 41    | 12        | 11         | 23       |            |          |
|             | TOTAL TRIP GENERATION |                                    |          |  |                               |       | 27        | 36     | 26    | 15        | 41         | 12       | 11         | 23       |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 8

| Building    | Zoning  | Land Use                              |        | ITE Land Use   | Size                               | Weeko | lay AM Pea | k Hour | Weekd | ay PM Pea | ık Hour | Saturday | y Midday P | eak Hour |
|-------------|---|---------------------------------------|--------|--|------------------------------------|-------|------------|--------|-------|-----------|---------|----------|------------|----------|
| Component   | Component   | Description                           | Code # | Land Use   | OIZC                               | ln    | Out        | Total  | In    | Out       | Total   | In       | Out        | Total    |
|             | HSRG  | Multifamily Housing (3 story max.)    | 220    | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 26 Units                           | 7     | 24         | 31     | 20    | 12        | 32      | 6        | 5          | 11       |
|             | LI TOD  | Multifamily Housing<br>(5 story max.) | 221    | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                            |       |            |        |       |           |         |          |            |          |
| Residential |   |                                       |        |  | 26 Units                           | 7     | 24         | 31     | 20    | 12        | 32      | 6        | 5          | 11       |
|             |   |                                       |        |  | Internal Trips <sup>(6)</sup>      | -1    | -2         | -3     | -2    | -1        | -3      | -1       | 0          | -1       |
|             |   |                                       |        |  |                                    | 6     | 22         | 28     | 18    | 11        | 29      | 5        | 5          | 10       |
|             |   |                                       |        |  | Mass Transit Credit <sup>(7)</sup> | -1    | -2         | -3     | -2    | -1        | -3      | -1       | 0          | -1       |
|             | Total Residential                                 |                                       |        |  |                                    | 5     | 20         | 25     | 16    | 10        | 26      | 4        | 5          | 9        |
|             | Total Residential 26 Units  TOTAL TRIP GENERATION |                                       |        |  |                                    | 5     | 20         | 25     | 16    | 10        | 26      | 4        | 5          | 9        |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 9

| Building    | Zoning                | Land Use                           |         | ITE Land Use   | Size                               | Weekd | lay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturda | y Midday P | eak Hour |
|-------------|-----------------------|------------------------------------|---------|--|------------------------------------|-------|------------|--------|-------|-----------|--------|---------|------------|----------|
| Component   | Component             | Description                        | Code #  | Land Use   | 0.20                               | In    | Out        | Total  | In    | Out       | Total  | In      | Out        | Total    |
|             | HSRG                  | Multifamily Housing (3 story max.) | 220     | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit (1)            | 9 Units                            | 6     | 20         | 26     | 15    | 9         | 24     | 2       | 2          | 4        |
|             | LI TOD                | Multifamily Housing (5 story max.) | 221     | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                            |       |            |        |       |           |        |         |            |          |
| Residential |                       |                                    |         |  | 9 Units                            | 6     | 20         | 26     | 15    | 9         | 24     | 2       | 2          | 4        |
|             |                       |                                    |         |  | Internal Trips <sup>(6)</sup>      | -1    | -2         | -3     | -2    | 0         | -2     | 0       | 0          | 0        |
|             |                       |                                    |         |  |                                    | 5     | 18         | 23     | 13    | 9         | 22     | 2       | 2          | 4        |
|             |                       |                                    |         |  | Mass Transit Credit <sup>(7)</sup> | -1    | -1         | -2     | -1    | -1        | -2     | 0       | 0          | 0        |
|             |                       | l Residential                      | 9 Units | 4  | 17                                 | 21    | 12         | 8      | 20    | 2         | 2      | 4       |            |          |
|             | TOTAL TRIP GENERATION |                                    |         |  |                                    |       | 17         | 21     | 12    | 8         | 20     | 2       | 2          | 4        |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

Trip Generation\*
HSRG Overlay and LI District Zoning Amendments - HSRG ZONE 10

| Building    | Zoning                | Land Use                              |          | ITE Land Use   | Size                               | Weekd | lay AM Pea | k Hour | Weekd | ay PM Pea | k Hour | Saturda | y Midday P | eak Hour |
|-------------|-----------------------|---------------------------------------|----------|--|------------------------------------|-------|------------|--------|-------|-----------|--------|---------|------------|----------|
| Component   | Component             | Description                           | Code #   | Land Use   | OI2C                               | In    | Out        | Total  | In    | Out       | Total  | In      | Out        | Total    |
|             | HSRG                  | Multifamily Housing (3 story max.)    | 220      | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit <sup>(1)</sup> | 10 Units                           | 6     | 20         | 26     | 16    | 9         | 25     | 2       | 2          | 4        |
|             | LI TOD                | Multifamily Housing<br>(5 story max.) | 221      | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 0 Units                            |       |            |        |       |           |        |         |            |          |
| Residential |                       | tal Residential                       | 10 Units | 6  | 20                                 | 26    | 16         | 9      | 25    | 2         | 2      | 4       |            |          |
|             |                       |                                       |          |  | Internal Trips <sup>(6)</sup>      | -1    | -2         | -3     | -2    | -1        | -3     | 0       | 0          | 0        |
|             |                       |                                       |          |  |                                    | 5     | 18         | 23     | 14    | 8         | 22     | 2       | 2          | 4        |
|             |                       |                                       |          |  | Mass Transit Credit <sup>(7)</sup> | -1    | -1         | -2     | -1    | -1        | -2     | 0       | 0          | 0        |
|             | Total Residential     |                                       |          |  |                                    |       | 17         | 21     | 13    | 7         | 20     | 2       | 2          | 4        |
|             | TOTAL TRIP GENERATION |                                       |          |  |                                    |       | 17         | 21     | 13    | 7         | 20     | 2       | 2          | 4        |

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.

### **HSRG Overlay and LI District Zoning Amendments**

HSRG Build Projects - Trip Generation Assignments

|               | IN  | OUT  | IN  | OUT  | IN  | OUT  | IN  | OUT | IN  | OUT  | IN  | OUT  | IN  | OUT  | IN  | OUT  | IN  | OUT  | IN  | OUT  |
|---------------|-----|------|-----|------|-----|------|-----|-----|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|
| _             | Zon | ie 1 | Zon | ie 2 | Zon | ie 3 | Zon | e 4 | Zon | ie 5 | Zon | ie 6 | Zon | ie 7 | Zon | ie 8 | Zor | ie 9 | Zon | e 10 |
| $\mathbf{AM}$ | 10  | 29   | 7   | 22   | 7   | 23   | 5   | 17  | 5   | 17   | 8   | 27   | 9   | 27   | 5   | 20   | 4   | 17   | 4   | 17   |
| PM            | 28  | 16   | 20  | 11   | 21  | 12   | 14  | 8   | 14  | 8    | 25  | 15   | 26  | 15   | 16  | 10   | 12  | 8    | 13  | 7    |

|  |           | HSRG BUILI    | INCREMENT      |
|--|-----------|---------------|----------------|
| INTERSECTIONS  |           | RESIDENTIAL F | ROJECT TRAFFIC |
|  |           | AM            | PM             |
|  |           |               |                |
| 1. Croton Point Avenue & Veterans Plaza                    | EB L      | 0             | 0              |
|  | T         | 3             | 9              |
|  | R         | 0             | 0              |
|  | WB L      | 32            | 17             |
|  | T         | 11            | 6              |
|  | R         | 0             | 0              |
|  | NB L      | 0             | 0              |
|  | T         | 0             | 0              |
|  | R         | 10            | 28             |
|  | SB L      | 0             | 0              |
|  | T         | 0             | 0              |
|  | R         | 0             | 0              |
| 2. Croton Point Avenue & Route 9/9A SB Ramps               | EB T      | 13            | 38             |
| ·  | R         | 0             | 0              |
|  | WB L      | 76            | 39             |
|  | T         | 43            | 22             |
|  | SB L      | 10            | 28             |
|  | Т         | 0             | 0              |
|  | R         | 0             | 0              |
| 3. Croton Point Av & Route 9/9A NB Ramps/Restaurant Drvwy. | EB L      | 1             | 4              |
| ,  | Т         | 25            | 60             |
|  | R         | 3             | 1              |
|  | WB L      | 27            | 14             |
|  | Т         | 101           | 56             |
|  | R         | 1             | 4              |
|  | NB L      | 1             | 5              |
|  | Т         | 1             | 4              |
|  | R         | 20            | 57             |
|  | SB L      | 5             | 2              |
|  | Т         | 3             | 1              |
|  | R         | 9             | 4              |
| 4. South Riverside Avenue/Croton Point Avenue              | EB L      | 43            | 92             |
|  | R         | 9             | 19             |
|  | NB L      | 20            | 13             |
|  | T         | 9             | 10             |
|  | SB T      | 9             | 10             |
|  | R         | 98            | 59             |
| 5. South Riverside Avenue/Benedict Blvd.                   | EB L      | 0             | 0              |
|  | Т         | 0             | 0              |
|  | R         | 0             | 0              |
|  | WB L      | 16            | 15             |
|  | WB L<br>T | 1             | 1              |
|  | R         | 1<br>5<br>4   | 1<br>8         |
|  | NB L      | 4             | 11             |
|  | T         | 34            | 60             |
|  | R         | 15            | 16             |
|  | SB L      | 8             | 6              |
|  | T<br>R    | 60            | 43             |
|  | R         | 1             | 2              |

| Zon      | ne 1 | Zor  | ne 2 | Zor  | ne 3 | Zor    | ne 4 | Zor   | ne 5  | Zor  | ne 6  | Zor   | ne 7  | Zor  | ne 8  | Zor  | ne 9 | Zon   | e 10 |
|----------|------|------|------|------|------|--------|------|-------|-------|------|-------|-------|-------|------|-------|------|------|-------|------|
| IN       | OUT  | IN   | OUT  | IN   | OUT  | IN     | OUT  | IN    | OUT   | IN   | OUT   | IN    | OUT   | IN   | OUT   | IN   | OUT  | IN    | OUT  |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
| 5%       |      | 5%   |      | 5%   |      | 5%     |      | 5%    |       | 5%   |       | 5%    |       | 5%   |       | 5%   |      | 5%    |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          | 15%  |      | 15%  |      | 15%  |        | 15%  |       | 15%   |      | 15%   |       | 15%   |      | 15%   |      | 15%  |       | 15%  |
|          | 5%   |      | 5%   |      | 5%   |        | 5%   |       | 5%    |      | 5%    |       | 5%    |      | 5%    |      | 5%   |       | 5%   |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
| 15%      |      | 15%  |      | 15%  |      | 15%    |      | 15%   |       | 15%  |       | 15%   |       | 15%  |       | 15%  |      | 15%   |      |
| 13/0     |      | 13/0 |      | 13/0 |      | 13/0   |      | 13 /0 |       | 13/0 |       | 13 /0 |       | 13/0 |       | 13/0 |      | 13 /0 |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
| 20%      |      | 20%  |      | 20%  |      | 20%    |      | 20%   |       | 20%  |       | 20%   |       | 20%  |       | 20%  |      | 20%   |      |
|          |      |      |      |      |      |        |      | 3     |       |      |       |       |       | 3    |       |      |      |       |      |
|          | 35%  |      | 35%  |      | 35%  |        | 35%  |       | 35%   |      | 35%   |       | 35%   |      | 35%   |      | 35%  |       | 35%  |
|          | 20%  |      | 20%  |      | 20%  |        | 20%  |       | 20%   |      | 20%   |       | 20%   |      | 20%   |      | 20%  |       | 20%  |
| 15%      |      | 15%  |      | 15%  |      | 15%    |      | 15%   |       | 15%  |       | 15%   |       | 15%  |       | 15%  |      | 15%   |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       | 35%  |      |       |      |
| 35%      |      | 35%  |      | 35%  |      | 35%    |      | 35%   |       | 35%  |       | 35%   |       | 35%  |       |      |      |       | 30%  |
|          | 450/ |      | 450/ |      | 450/ |        | 450/ |       | 4.50/ |      | 4.50/ |       | 4.50/ |      | 4.50/ |      |      |       | 15%  |
|          | 15%  |      | 15%  |      | 15%  |        | 15%  |       | 15%   |      | 15%   |       | 15%   |      | 15%   |      |      | 000/  |      |
| <b>-</b> | 55%  |      | 55%  |      | 55%  |        | 55%  |       | 55%   |      | 55%   |       | 55%   |      | 55%   | 200/ |      | 30%   |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       | 30%  |      | 35%   |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       | 35%  |      | 33 /0 |      |
| 35%      |      | 35%  |      | 35%  |      | 35%    |      | 35%   |       | 35%  |       | 35%   |       | 35%  |       | 3370 |      |       |      |
| 0070     |      | 0070 |      | 0070 |      | 0070   |      | 0070  |       | 0070 |       | 0070  |       | 0070 |       |      | 30%  |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      | 15%  |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      | 55%  |       |      |
| 70%      |      | 70%  |      | 70%  |      | 70%    |      | 70%   |       | 70%  |       |       |       |      | 25%   |      | 25%  |       | 25%  |
|          |      |      |      |      |      |        |      |       |       |      |       | 70%   |       |      | 5%    |      | 5%   |       | 5%   |
|          |      |      |      |      |      |        |      |       |       |      |       |       | 70%   | 5%   |       | 5%   |      | 5%    |      |
| 5%       |      | 5%   |      | 5%   |      | 5%     |      | 5%    |       | 5%   |       |       | 25%   |      |       |      |      |       |      |
|          | 5%   |      | 5%   |      | 5%   |        | 5%   |       | 5%    |      | 5%    | 25%   |       |      |       |      |      |       |      |
|          | 70%  |      | 70%  |      | 70%  |        | 70%  |       | 70%   |      | 70%   |       |       | 25%  |       | 25%  |      | 25%   |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       |       |      |       |       |       |      |       |      |      |       |      |
|          |      |      |      |      |      |        |      |       | 7E0/  | 100/ |       | 100/  |       | 100/ |       | 100/ |      | 100/  |      |
|          |      |      |      |      |      | 10%    |      |       | 75%   | 10%  |       | 10%   |       | 10%  |       | 10%  |      | 10%   |      |
| 10%      |      | 10%  |      | 10%  |      | 10 /0  |      |       | 15%   |      |       |       |       |      |       |      |      |       |      |
| 10/0     |      | 10/0 |      | 10/0 |      | 75%    |      |       | 13/0  |      |       |       |       |      |       |      |      |       |      |
| 75%      |      | 75%  |      | 75%  |      | . 5 /0 |      |       |       |      | 15%   |       | 15%   |      | 15%   |      | 15%  |       | 15%  |
| .070     |      | .070 |      | .070 |      |        |      | 75%   |       |      | 10%   |       | 10%   |      | 10%   |      | 10%  |       | 10%  |
|          | 10%  |      | 10%  |      | 10%  |        |      | 15%   |       |      | 7.0   |       | 7     |      |       |      | 7    |       |      |
|          | 75%  |      | 75%  |      | 75%  |        |      |       |       | 15%  |       | 15%   |       | 15%  |       | 15%  |      | 15%   |      |
|          |      |      |      |      |      | 15%    |      |       |       |      |       |       |       |      |       |      |      |       |      |

### **HSRG** Overlay and LI District Zoning Amendments

#### LI TOD Resid. Build Projects

**Trip Generation Assignments** 

|    | IN  | OUT  | IN | OUT  |
|----|-----|------|----|------|
| •  | Zor | 1e 1 | Zo | ne 2 |
| AM | 4   | 13   | 3  | 5    |
| PM | 14  | 9    | 3  | 1    |

|  |      | LI TOD BUILI   | INCREMENT      |
|--|------|----------------|----------------|
| INTERSECTIONS  |      | RESIDENTIAL PI | ROJECT TRAFFIC |
|  |      | AM             | PM             |
|  |      |                |                |
| 1. Croton Point Avenue & Veterans Plaza                    | EB L | 0              | 1              |
|  | Т    | 0              | 0              |
|  | R    | 0              | 0              |
|  | WB L | 2              | 2              |
|  | T    | 0              | 0              |
|  |      | 3              |                |
|  | R    |                | 11             |
|  | NB L | 0              | 0              |
|  | Т    | 1              | 2              |
|  | R    | 4              | 1              |
|  | SB L | 10             | 7              |
|  | T    | 2              | 1              |
|  | R    | 1              | 0              |
| 2. Croton Point Avenue & Route 9/9A SB Ramps               | ЕВ Т | 8              | 5              |
| ,  | R    | 6              | 4              |
|  | WB L | 0              | 0              |
|  | T    | 5              | 11             |
|  | SB L | 0              | 0              |
|  | SD L | 0              | 0              |
|  |      |                | 7              |
|  | R    | 1              | 3              |
| 3. Croton Point Av & Route 9/9A NB Ramps/Restaurant Drvwy. | EB L | 0              | 0              |
|  | Т    | 5              | 3              |
|  | R    | 3              | 2              |
|  | WB L | 0              | 0              |
|  | Т    | 2              | 5              |
|  | R    | 0              | 0              |
|  | NB L | 2              | 6              |
|  | Т    | 0              | 0              |
|  | R    | 0              | 0              |
|  | SB L | 0              | 0              |
|  | SD L | 0              | 0              |
|  |      |                |                |
| 40.40.   | R    | 0              | 0              |
| 4. South Riverside Avenue/Croton Point Avenue              | EB L | 5              | 3              |
|  | R    | 1              | 1              |
|  | NB L | 0              | 1              |
|  | Т    | 0              | 0              |
|  | SB T | 0              | 0              |
|  | R    | 2              | 4              |
| 5. South Riverside Avenue/Benedict Blvd.                   | EB L | 0              | 0              |
|  | Т    | 0              | 0              |
|  | R    | 0              | 0              |
|  | WB L | 1              | 2              |
|  | T    | 0              | 0              |
|  | R    | 0              | 0              |
|  | NB L | 0              | 0              |
|  | Т    | 3              | 2              |
|  | 1    |                |                |
|  | R    | 2              | 1              |
|  | SB L | 0              | 0              |
|  | Т    | 1              | 3              |
|  | R    | 0              | 0              |

| Zone 1  IN OUT |      | Zone 2   |      |  |
|----------------|------|----------|------|--|
| IN             | OUT  | IN       | OUT  |  |
|                |      |          |      |  |
| 5%             |      |          |      |  |
|                |      |          |      |  |
|                |      | 5%       |      |  |
|                |      | 80%      |      |  |
|                |      |          |      |  |
| 80%            |      |          |      |  |
|                |      |          | 5%   |  |
| 15%            |      |          |      |  |
|                |      |          | 80%  |  |
|                | 80%  |          |      |  |
|                | 15%  |          |      |  |
|                | 5%   |          |      |  |
|                | 45%  |          | 45%  |  |
|                | 35%  |          | 35%  |  |
|                |      |          |      |  |
| 65%            |      | 65%      |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
| 15%            |      | 15%      |      |  |
|                |      |          |      |  |
|                | 30%  |          | 30%  |  |
|                | 15%  |          | 15%  |  |
|                |      |          |      |  |
| 30%            |      | 30%      |      |  |
|                |      |          |      |  |
| 35%            |      | 35%      |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
|                | 25%  |          | 25%  |  |
|                | 5%   |          | 5%   |  |
| 5%             |      | 5%       |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
| 25%            |      | 25%      | 1    |  |
|                |      |          |      |  |
|                |      |          |      |  |
|                |      |          |      |  |
| 10%            |      | 10%      |      |  |
| .0,0           |      | .0,3     |      |  |
|                |      |          |      |  |
|                |      | <b>-</b> | 1    |  |
|                | 15%  |          | 15%  |  |
|                | 10%  |          | 10%  |  |
|                | 1070 |          | 10/0 |  |
| 15%            |      | 15%      |      |  |
| 1070           |      | 1070     |      |  |
|                |      | II.      |      |  |

### **HSRG** Overlay and LI District Zoning Amendments

LI TOD Comm. Build Projects

**Trip Generation Assignments** 

|    | IN     | OUT | IN     | OUT |
|----|--------|-----|--------|-----|
| •  | Zone 1 |     | Zone 2 |     |
| AM | 15     | 8   | 5      | 1   |
| PM | 29     | 27  | 6      | 3   |

|  | LI TOD BUILD INCREMENT |    |                |
|--|------------------------|----|----------------|
| INTERSECTIONS  |                        |    | ROJECT TRAFFIC |
|  |                        | AM | PM             |
|  |                        |    |                |
| 1. Croton Point Avenue & Veterans Plaza                    | EB L                   | 1  | 1              |
|  | Т                      | 0  | 0              |
|  | R                      | 0  | 0              |
|  | WB L                   | 4  | 5              |
|  | Т                      | 0  | 0              |
|  | R                      | 12 | 23             |
|  | NB L                   | 0  | 0              |
|  | T                      | 2  | 4              |
|  | R                      | 1  | 2              |
|  | SB L                   | 6  | 22             |
|  | SD L                   | 1  | 4              |
|  |                        |    |                |
| 0.0 1 0.114 0.0 10.000                                     | R                      | 0  | 1              |
| 2. Croton Point Avenue & Route 9/9A SB Ramps               | EB T                   | 4  | 14             |
|  | R                      | 3  | 11             |
|  | WB L                   | 0  | 0              |
|  | T                      | 13 | 23             |
|  | SB L                   | 0  | 0              |
|  | T                      | 0  | 0              |
|  | R                      | 3  | 5              |
| 3. Croton Point Av & Route 9/9A NB Ramps/Restaurant Drvwy. | EB L                   | 0  | 0              |
| S. S. S. S. S. S. S. S. S. S. S. S. S. S                   | T                      | 3  | 9              |
|  | R                      | 1  | 5              |
|  | WB L                   | 0  | 0              |
|  |                        |    |                |
|  | T                      | 6  | 11             |
|  | R                      | 0  | 0              |
|  | NB L                   | 7  | 12             |
|  | Т                      | 0  | 0              |
|  | R                      | 0  | 0              |
|  | SB L                   | 0  | 0              |
|  | T                      | 0  | 0              |
|  | R                      | 0  | 0              |
| 4. South Riverside Avenue/Croton Point Avenue              | EB L                   | 2  | 8              |
|  | R                      | 0  | 2              |
|  | NB L                   | 1  | 2              |
|  | Т                      | 0  | 0              |
|  | SB T                   | 0  | 0              |
|  | R                      | 5  | 9              |
| 5. South Riverside Avenue/Benedict Blvd.                   | EB L                   | 0  | 0              |
| C. Coddi Miroroldo Mrondo, Bonodiot Birdi                  | T                      | 0  | 0              |
|  | R                      | 0  | 0              |
|  | WB L                   | 2  | 4              |
|  |                        | 0  | 0              |
|  | T                      |    |                |
|  | R                      | 0  | 0              |
|  | NB L                   | 0  | 0              |
|  | Т                      | 1  | 5              |
|  | R                      | 1  | 3              |
|  | SB L                   | 0  | 0              |
|  | Т                      | 3  | 5              |
|  | R                      | 0  | 0              |

| Zor      | Zone 1 |       | Zone 2 |  |  |
|----------|--------|-------|--------|--|--|
| IN       | OUT    | IN    | OUT    |  |  |
|          |        |       |        |  |  |
| 5%       |        |       |        |  |  |
|          |        |       |        |  |  |
|          |        | 5%    |        |  |  |
|          |        | 80%   |        |  |  |
|          |        | 0070  |        |  |  |
| 900/     |        |       |        |  |  |
| 80%      |        |       | F0/    |  |  |
| .==.     |        |       | 5%     |  |  |
| 15%      |        |       |        |  |  |
|          |        |       | 80%    |  |  |
|          | 80%    |       |        |  |  |
|          | 15%    |       |        |  |  |
|          | 5%     |       |        |  |  |
|          | 45%    |       | 45%    |  |  |
|          | 35%    |       | 35%    |  |  |
| 1        | 5576   |       | JJ /0  |  |  |
| 65%      |        | 65%   |        |  |  |
| 00%      |        | 05%   |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
| 15%      |        | 15%   |        |  |  |
|          |        |       |        |  |  |
|          | 30%    |       | 30%    |  |  |
|          | 15%    |       | 15%    |  |  |
|          |        |       |        |  |  |
| 30%      |        | 30%   |        |  |  |
| 30 /0    |        | 3070  |        |  |  |
| 35%      |        | 35%   |        |  |  |
| 35%      |        | 35%   |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
| L        | L      | L     |        |  |  |
|          | 25%    |       | 25%    |  |  |
|          | 5%     |       | 5%     |  |  |
| 5%       |        | 5%    |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
| 25%      |        | 25%   |        |  |  |
| 2370     |        | ZJ-/0 |        |  |  |
| <b> </b> |        |       |        |  |  |
|          |        |       |        |  |  |
| <u> </u> |        |       |        |  |  |
| 10%      |        | 10%   |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
|          |        |       |        |  |  |
|          | 15%    |       | 15%    |  |  |
| 1        | 10%    |       | 10%    |  |  |
| <b> </b> | 10%    |       | 10%    |  |  |
| 4501     |        | 4501  |        |  |  |
| 15%      |        | 15%   |        |  |  |
| I        |        |       |        |  |  |

### Previous AKRF Memorandums

- Trip Generation Memorandum (2/25/2022)
- Traffic Screening Memorandum (5/27/2022)



Environmental, Planning, and Engineering Consultants

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#### Memorandum

**To:** Village of Croton-on-Hudson

**From:** AKRF, Inc.

**Date:** February 25, 2022

**Re:** Trip Generation Summary – Proposed HSRG Overlay and LI District Zoning

Amendments

AKRF has completed trip generation calculations for the theoretical maximum buildout projected under the proposed HSRG Overlay and LI District zoning amendments. The calculations are based on trip generation rates and data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (the most recent edition available at this time). The results of the trip generation calculations are presented in **Table 1**.

To generate a theoretical maximum buildout scenario for the HSRG Overlay area, it was assumed that all parcels within the existing HSRG Overlay district and proposed expansion area would be redeveloped with multifamily residential buildings with a floor area ratio (FAR) of 0.8, a maximum height of three stories/35 feet, and compliance with on-site (off-street) parking requirements as per the proposed zoning amendments. The theoretical maximum buildout scenario for the HSRG Overlay resulted in a total of 383 residential units and 583 off-street parking spaces.

To generate a theoretical maximum buildout scenario for the LI district parcels, the calculations assumed that each of the three parcels (48, 49, and 50) would be redeveloped with a 1.2 FAR mixed-use building containing ground floor commercial space with residential space above, at a maximum height of five stories, while also meeting the on-site parking requirements as per the proposed zoning amendments. The theoretical maximum buildout scenario for the LI district parcels resulted in a total of 87 residential units, 21,831 square feet of ground floor commercial space, and 142 off-street parking spaces (55 spaces for commercial uses and 87 spaces for residential uses).

Off-street parking requirements for any new multifamily residential uses in the HSRG Overlay area are expected to be the same as what is currently permitted for mixed-use buildings through Section 230-20.3(d) of the Village Zoning Code (one parking space per unit, plus one additional parking space for each bedroom in the unit in excess of one bedroom). However, because the buildout calculations did not account for bedrooms and assumed each residential unit would be

1,000 square feet in area, a ratio of 1.5 parking spaces per projected unit was applied for the HSRG Overlay, which is considered conservative. Due to the Village's desire to introduce a Transit-Oriented Development (TOD) concept to the LI district parcels included in the study, which are within close proximity to public transit and municipal parking lots, off-street parking requirements for mixed-use development on the three LI district parcels was assumed to be 1 parking space per residential unit and 1 parking space per 400 square feet of commercial floor area. For context, the Village's C-2 (General Commercial) district currently permits the greater of 1 space per 300 square feet of office floor area or 1 space per 250 square feet of retail/service area.

For both the HSRG Overlay and LI district parcels included in the study, projected uses were assumed to be accommodated within one building per parcel, with the projected amount of required parking accommodated on each parcel as well. The area calculation for the required number of parking spaces assumed that one space requires 325 sf. This was calculated by adding the area of a typical parking space (10 ft. x 20 ft. = 200 sf) to the area equal to half the circulation aisle (10 ft. x 12.5 ft = 125 sf).

The complete lists of assumptions utilized to complete the buildout and parking calculations, which have been vetted through the Village, will be included in the FEAF Part 3 Supplemental Narrative being prepared by AKRF.

Trip generation calculations were performed for the Weekday AM, Weekday PM, and Saturday Midday peak hours. Credits were taken account for internal trips between the land uses (i.e., pedestrian trips between land uses that would not generate additional vehicle trips) within the Project Area, and for mass transit usage. In addition, pass-by trip<sup>1</sup> credits were taken for the retail and restaurant land uses. As shown in **Table 1**, the total trip generation numbers would be 165, 241, and 216 trips for the Weekday AM, Weekday PM, and Saturday Midday peak hours.

Since the number of trips for each peak hour examined exceeds 100 trips, it is anticipated that a quantified analysis at key intersections will be required. The quantified analysis would assist the Village in assessing the potential for traffic impacts, in the unlikely event that the entirety of the Project Area is fully redeveloped under the parameters of the proposed zoning amendments, as assumed through the conservative buildout calculations. Selection of any intersections to be included in the analysis would be determined based on consultation with the Village.

**Figure 1** shows the nine intersections proposed for quantified analysis and also illustrates the general trip distribution pattern percentages to and from the Project Area. **Figures 2, 3,** and 4 illustrate the estimated net trips (i.e., less any trip credits such as pass-by or transit credits) that would be distributed across the roadway network based on the percentages shown in **Figure 1**. It is important to note that the illustrated study area intersections, trip distribution patterns, and trip assignments are for preliminary discussion purposes only and are subject to modification based on consultation with the Village and any traffic data that would be collected in support of the quantified analysis (e.g., traffic counts).

<sup>&</sup>lt;sup>1</sup> A pass-by trip is a trip already present in the traffic stream and is made as an intermediate stop on the way from an origin to a separate primary trip destination without a route diversion. Pass-by trips are not considered as new trips to the overall roadway network.

Table 1
Trip Generation\*
Croton Zoning Study

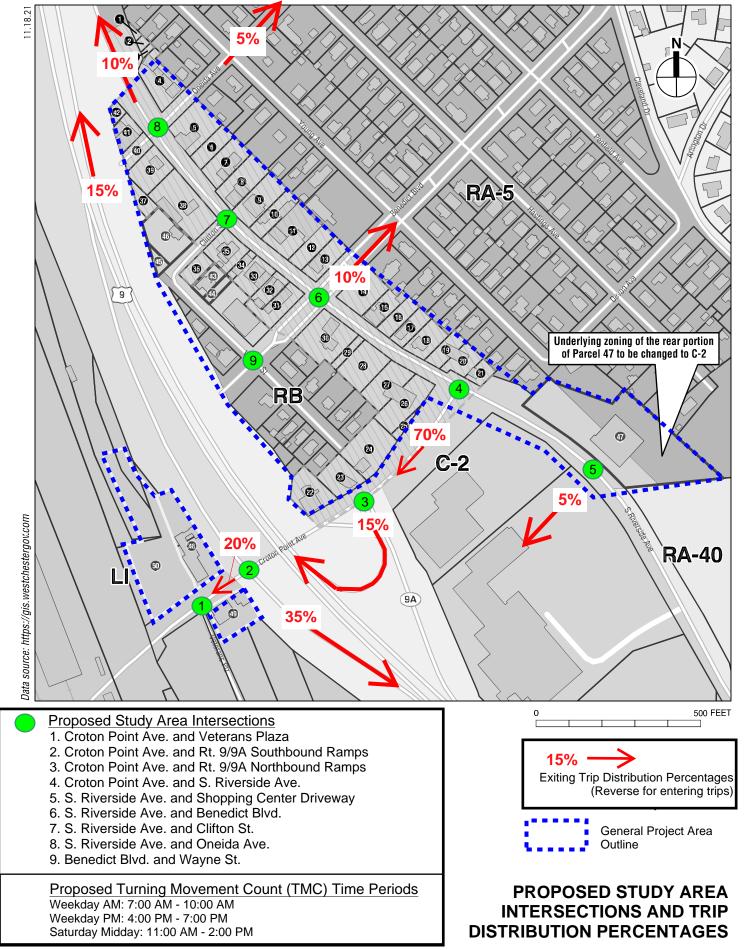
| Building    | Zoning    | Land Use                           |           | ITE Land Use   | 2:                                   | Weekd          | ay AM Pea | ık Hour | Weekd            | ay PM Pea      | ık Hour          |                  | / Midday P | eak Hour         |
|-------------|-----------|------------------------------------|-----------|--|--------------------------------------|----------------|-----------|---------|------------------|----------------|------------------|------------------|------------|------------------|
| Component   | Component | Description                        | Code #    | Land Use   | Size                                 | In             | Out       | Total   | In               | Out            | Total            | In               | Out        | Total            |
|             | HSRG      | Multifamily Housing (3 story max.) | 220       | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit <sup>(1)</sup> | 383 Units                            | 34             | 108       | 142     | 117              | 68             | 185              | 79               | 78         | 157              |
|             | LI TOD    | Multifamily Housing (5 story max.) | 221       | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 87 Units                             | 6              | 21        | 27      | 21               | 13             | 34               | 18               | 17         | 35               |
| Residential |           |                                    | Subto     | tal Residential  | 470 Units                            | 40             | 129       | 169     | 138              | 81             | 219              | 97               | 95         | 192              |
|             |           |                                    |           |  | Internal Trips <sup>(6)</sup>        | -4             | -13       | -17     | -14              | -8             | -22              | -10              | -9         | -19              |
|             |           |                                    |           |  | Mass Transit Credit (7)              | -4             | -11       | -15     | -12              | -8             | -20              | -9               | -8         | -17              |
|             |           |                                    | Tota      | I Residential  | 470 Units                            | 32             | 105       | 137     | 112              | 65             | 177              | 78               | 78         | 156              |
|             |           |                                    |           |  | 7.423 kSF <sup>(8)</sup>             | 10             | 2         | 12      | 5                | 11             | 16               | 2                | 2          | 4                |
|             |           | Office                             | 712 / 710 | Small Office Building (AM, PM) /   | Internal Trips <sup>(6)</sup>        | -1             | 0         | -1      | -1               | -1             | -2               | 0                | 0          | 0                |
|             |           | Office                             | 712/710   | General Office Building (Sat.) <sup>(3)</sup>                                | Mass Transit Credit (7)              | -1             | 0         | -1      | 0                | -1             | -1               | 0                | 0          | 0                |
|             |           |                                    |           |  | Total Office                         | 8              | 2         | 10      | 4                | 9              | 13               | 2                | 2          | 4                |
|             |           |                                    |           |  | 7.859 kSF <sup>(8)</sup>             | 11             | 8         | 19      | 26               | 26             | 52               | 27               | 25         | 52               |
|             |           |                                    |           |  | Internal Trips <sup>(6)</sup>        | -1             | -1        | -2      | -3               | -2             | -5               | -3               | -2         | -5               |
|             | LI TOD    | Retail                             | 822       | Strip Retail Plaza (<40k) <sup>(4)</sup>                                     | Mass Transit Credit (7)              | -1             | -1        | -2      | -2               | -3             | -5               | -2               | -3         | -5               |
| Commercial  |           |                                    |           |  | Pass-by Trips <sup>(9)</sup>         | -2             | -1        | 0       | -7               | -7             | -14              | -6               | -5         | -11              |
|             |           |                                    |           |  | Total Retail                         | 7              | 5         | 15      | 14               | 14             | 28               | 16               | 15         | 31               |
| ,           |           |                                    |           |  | 6.549 kSF <sup>(6)</sup>             | 3              | 2         | 5       | 34               | 17             | 51               | 41               | 29         | 70               |
|             |           | Danta                              | 004       | Fig. D: 11 D 11 (5)  | Internal Trips (6)                   | 0              | -1        | -1      | -3               | -2             | -5               | -4               | -3         | -7               |
|             |           | Restaurant                         | 931       | Fine Dining Restaurant <sup>(5)</sup>  | Mass Transit Credit (7)              | 0              | 0         | 0       | -3<br>-12        | -2             | -5<br>-18        | -4<br>-19        | -2<br>-14  | -6<br>-32        |
|             |           |                                    |           |  | Pass-by Trips (10)  Total Restaurant | -1<br><b>2</b> | 0         | -1<br>3 | -12<br><b>16</b> | -6<br><b>7</b> | -18<br><b>23</b> | -19<br><b>14</b> | -14<br>10  | -32<br><b>25</b> |
|             |           |                                    | Total     | Commercial   | 21.831 kSF                           | 17             | 8         | 28      | 34               | 30             | 64               | 32               | 27         | 60               |
|             |           | TOTAL                              |           | ENERATION  |                                      | 49             | 113       | 165     | 146              | 95             | 241              | 110              | 105        | 216              |

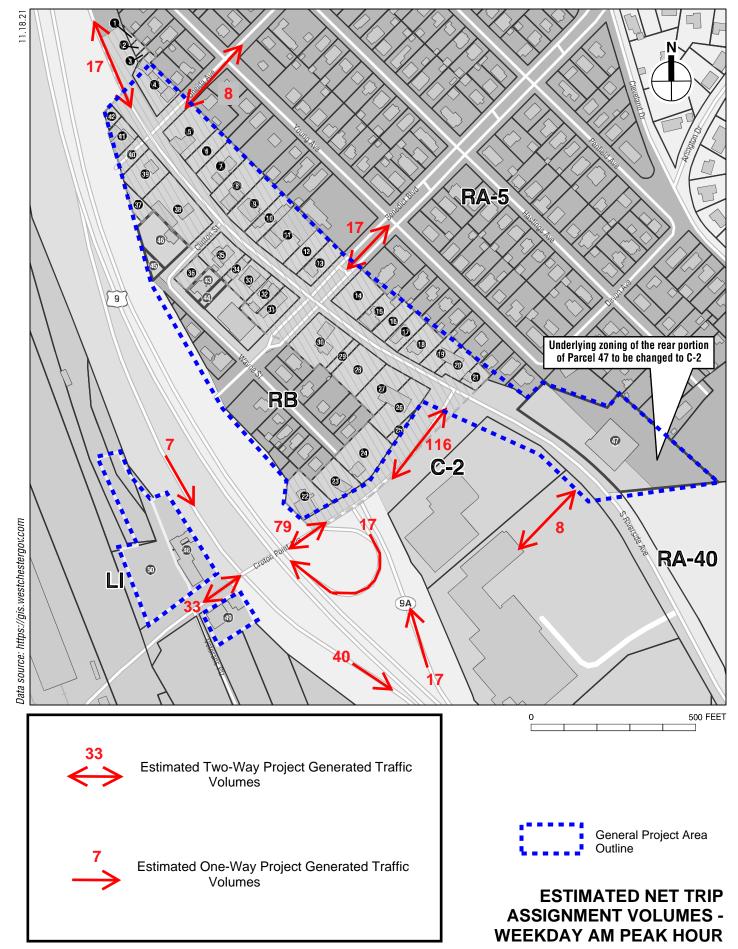
### Notes

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour
- ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (3) ITE rate of 1.67 trips/1,000 SF (82% entering, 18% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 2.16 trips/1,000 SF (34% entering, 66% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.53 trips/1,000 SF (54% entering, 46% exiting) was used for the Saturday Midday Peak Hour. ITE Rates unavailable for the "Small Office Building" land use for the Saturday Midday Peak Hour, therefore, "General Office Building" land use rates were utilized instead.
- (4) ITE rate of 2.36 trips/1,000 SF (60% entering, 40% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 6.59 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 6.57 trips/1,000 SF (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour
- (5) ITE rate of 0.73 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 7.80 trips/1,000 SF (67% entering, 33% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 10.68 trips/1,000 SF (59% entering, 41% exiting) was used for the Saturday Midday Peak Hour
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.
- (8) The commercial square footage was assumed to be 34% office, 36% retail, and 30% restaurant.
- (9) Pass-by trip percentage of 34% utilized for the Weekday PM peak hour and 26% utilized for the Saturday Midday peak hour, based on average of pass-by trip percentages presented in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 820 "Shopping Center". ITE Pass-by trip percentage unavailable for Land Use 820 for the Weekday AM peak hour trips yielding a pass-by trip percentage of 20%.
- (10) Pass-by trip percentage of 44% utilized for the Weekday PM peak hour, based on average of pass-by trip percentages presented in the Institute of

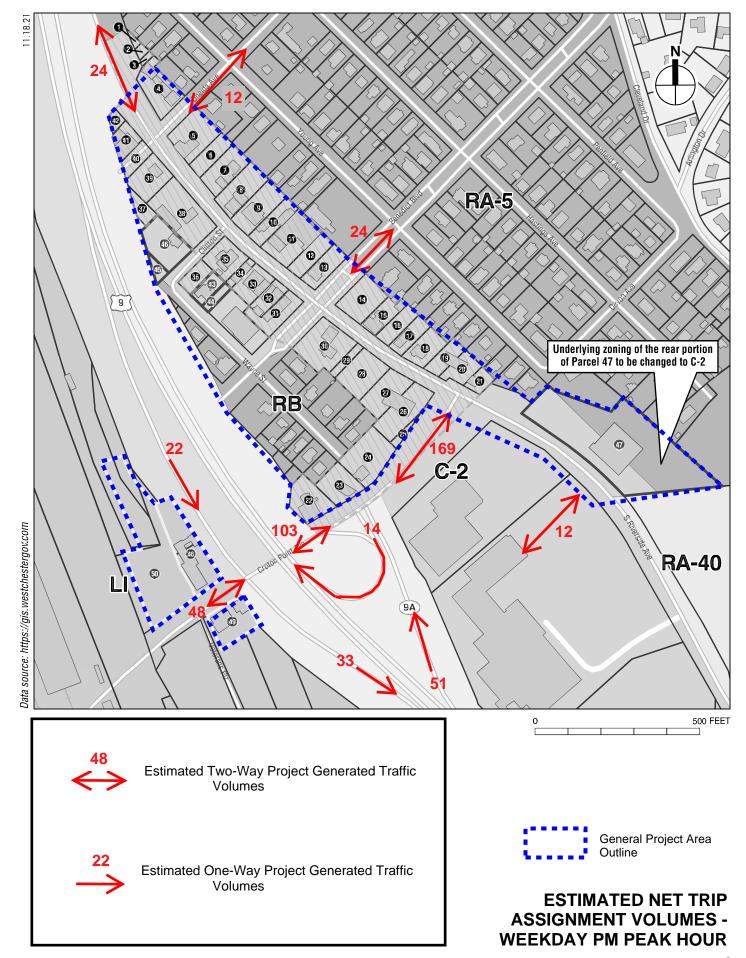
Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 931 "Quality Restaurant". ITE Pass-by trip percentages unavailable for Land Use 931 for the Weekday AM and Saturday Midday peak hours and were developed from the ratio of Weekday AM and Saturday Midday to Weekday PM peak hour trips yielding pass-by trip percentages of 24% and 57% for the Weekday AM and Saturday Midday peak hours, respectively.

\*Source: ITE Trip Generation Manual, 11th Edition

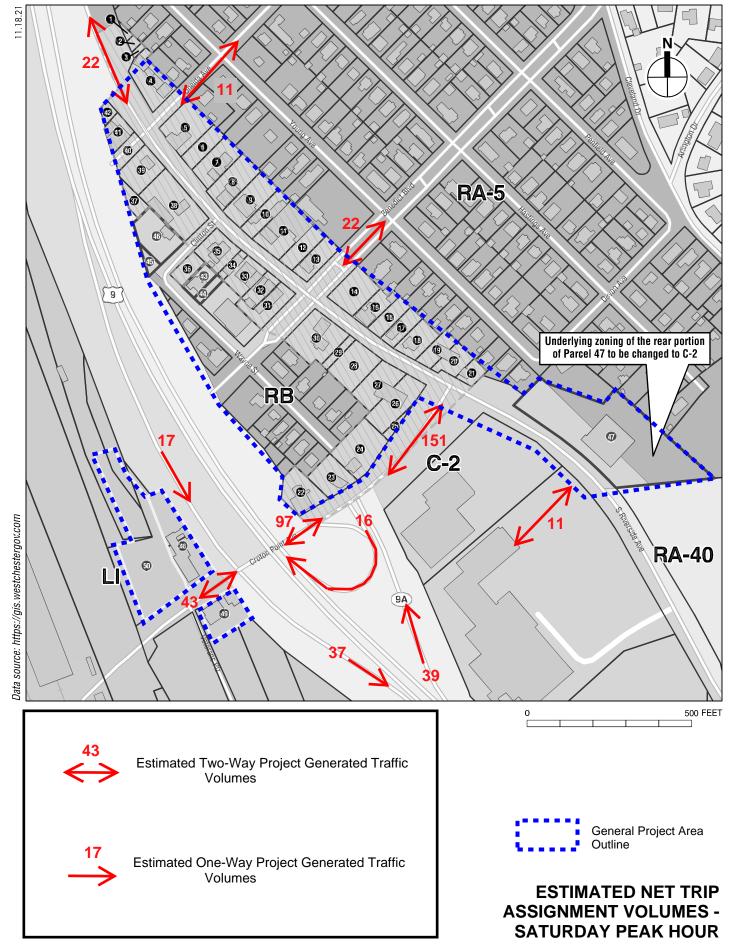




**VILLAGE OF CROTON-ON-HUDSON PROPOSED ZONING AMENDMENTS** 



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## **Technical Memorandum**

**To:** Village of Croton-on-Hudson

From: AKRF, Inc.

Date: May 27, 2022

**Re:** Traffic Screening Analysis – Proposed HSRG Overlay and LI District Zoning

Amendments

This memorandum presents the results of the preliminary screening analysis that was conducted in advance of the preparation of the Traffic Impact Study (TIS) related to the theoretical maximum buildout projected under the proposed Harmon/South Riverside Gateway (HSRG) Overlay and Light Industrial (LI) District zoning amendments.

As indicated in the scope of work dated March 21, 2022, the following six intersections were proposed for analysis in the TIS:

- 1. Croton Point Ave. and Veterans Plaza
- 2. Croton Point Ave. and Rt. 9/9A Southbound Ramps
- 3. Croton Point Ave. and Rt. 9/9A Northbound Ramps
- 4. Croton Point Ave. and S. Riverside Ave.
- 5. S. Riverside Ave. and Benedict Blvd.
- 6. S. Riverside Ave. and Clinton St.

The preliminary screening analysis was conducted to estimate the likelihood of traffic impacts occurring at any of the intersections listed above. Any intersections determined to "screen-out" based on the criteria outlined below would be removed from the TIS study area list of intersections for quantified analysis.

### A. SCREENING PROCEDURES

### ASSESSMENT OF PROJECT GENERATED TRIPS

The first step of the screening process involved estimating the increase in traffic through each of the six intersections as a result of the proposed zoning amendments. The trip generation (as presented in AKRF's February 25, 2022 memorandum to the Village, see **Attachment A**) was based on data presented in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.* Assumptions regarding potential driveway locations were utilized to develop trip assignments for the theoretical maximum buildout for the weekday AM and PM peak periods. Individual trip assignments were developed for groups of parcels

assumed to share common driveways/access points. The cumulative trip assignments were then utilized to estimate the increase in traffic that would pass through each intersection as a result of the proposed zoning amendments (see **Attachment A** for the cumulative parcel trip assignments for the HSRG Overlay and LI District).

**Table 1** summarizes the anticipated increase in traffic as a result of the proposed zoning amendments for the six intersections examined. The increases are shown for individual vehicle movements (left, through, right) as well as for the overall intersection.

As shown in Table 1 each of the six intersections are anticipated to experience an overall increase in traffic in excess of 100 vehicles during both the weekday AM and PM peak periods. A threshold of a 100 vehicle increase through a given intersection during a peak hour is not uncommon for consideration of a quantified analysis. However, the increases in traffic for individual vehicle movements were also reviewed.

In examining the increase in traffic for individual vehicle movements, the following four intersections contain at least one movement which would experience an increase of greater than 50 vehicles:

- Croton Point Ave. and Rt. 9/9A Southbound Ramps
- Croton Point Ave. and Rt. 9/9A Northbound Ramps
- Croton Point Ave. and S. Riverside Ave.
- S. Riverside Ave. and Benedict Blvd.

As the common threshold increases for both overall intersection (100 vehicles) and intersection movements (50 vehicles) would be met at these locations, it is recommended that a quantified analysis is conducted as part of the TIS for the four intersections listed above.

Since only the increase in traffic for individual vehicle movements would be less than 50 vehicles for the other two intersections (Croton Point Avenue/Veterans Plaza and S. Riverside Avenue/Clinton Street), further examination was conducted to determine if a quantified analysis would be warranted.

### CROTON POINT AVENUE AND VETERANS PLAZA

As Veterans Plaza provides a direct link to the parking facilities for the Croton-Harmon station of the Metro-North Railroad and is a major trip origin/destination location in the area, the intersection of Croton Point Avenue and Veterans Plaza is recommended for quantified analysis.

### S. RIVERSIDE AVENUE AND CLINTON STREET

At the intersection of S. Riverside Avenue and Clinton Street, the highest increases in traffic are anticipated to occur on the Riverside Avenue through movements (all less than 50 vehicles). In order to estimate the potential effects of these increases, a preliminary capacity analysis was performed for this intersection.

**Table 2** presents the preliminary capacity analysis results for the S. Riverside Avenue and Clinton Street intersection. The Existing Conditions traffic volumes were derived from traffic counts collected in April 2022. A comparison of future No Build (i.e., without the proposed zoning) with future Build (i.e., with the proposed zoning) was made. For the purposes of this analysis, it was conservatively assumed that the future design year (i.e., the future year by which the full theoretical buildout from the rezoning would occur) would be 2042 (2022 + 20 years).

Future No Build traffic volumes were developed by increasing the Existing 2022 traffic volumes in the study by a 1 percent per year compounded growth rate. This reflected increases in background traffic growth that would be expected to occur with or without the rezoning. Future Build traffic volumes were developed by adding the trips that were generated by the rezoning to the No Build network. The weekday AM and PM peak-hour models of the S. Riverside Avenue and Clinton Street intersection were then evaluated with the 2042 No Build and Build volumes.

Table 1 Croton Zoning Generated Trips - By Movement & Intersection

|        | Clou                         | ) 11 Z | ZOIII  |          |              | viovement & |              |
|--------|------------------------------|--------|--------|----------|--------------|-------------|--------------|
|        |                              |        |        | AM PEA   | K HOUR       | PM PEA      | K HOUR       |
|        |                              |        |        | Movement | Intersection | Movement    | Intersection |
| Traffi | c Intersections              |        |        |          |              |             |              |
|        |                              | EB     | L      | 1        |              | 2           |              |
|        |                              |        | T      | 3        |              | 9           |              |
|        |                              |        | R      | 0        |              | 0           |              |
|        |                              | WB     | L      | 39       |              | 24          |              |
|        | Croton Point Avenue &        |        | T<br>R | 11<br>15 |              | 6<br>34     |              |
| 1      | Veterans Plaza               | NB     | L      | 0        | 108          | 0           | 150          |
|        | Votorano i laza              | МЪ     | T      | 3        |              | 6           |              |
|        |                              |        | R      | 14       |              | 32          |              |
|        |                              | SB     | L      | 17       | 1            | 29          |              |
|        |                              |        | T      | 3        |              | 5           |              |
|        |                              |        | R      | 1        |              | 2           |              |
|        |                              | EB     | T      | 25       |              | 56          |              |
|        |                              |        | R      | 9        |              | 14          |              |
|        | Croton Point Avenue & Route  | WB     | L      | 76       |              | 39          |              |
| 2      | 9/9A SB Ramps                |        | T      | 61       | 184          | 56          | 200          |
|        |                              | SB     | L      | 10       |              | 28          |              |
|        |                              |        | T      | 0<br>4   |              | 0<br>8      |              |
|        |                              | EB     | R<br>L | 1        |              | 4           |              |
|        |                              | EAD    | T      | 33       |              | 72          |              |
|        |                              |        | R      | 7        |              | 7           |              |
|        |                              | WB     | L      | 27       |              | 14          |              |
|        |                              |        | T      | 109      |              | 72          |              |
| 3      | Croton Point Av & Route 9/9A |        | R      | 1        | 228          | 4           | 265          |
| 3      | NB Ramps/Restaurant Drvwy.   | NB     | L      | 11       | 228          | 23          | 205          |
|        |                              |        | T      | 1        |              | 4           |              |
|        |                              |        | R      | 20       |              | 57          |              |
|        |                              | SB     | L      | 5        |              | 2           |              |
|        |                              |        | T      | 3        |              | 1           |              |
|        |                              | EB     | R<br>L | 9<br>50  |              | 4<br>102    |              |
|        |                              | ED     | R      | 10       |              | 21          |              |
|        | South Riverside Avenue &     | NB     | L      | 21       |              | 15          |              |
| 4      | Croton Point Avenue          | 1,2    | T      | 9        | 203          | 10          | 230          |
|        |                              | SB     | Т      | 9        | 1            | 10          |              |
|        |                              |        | R      | 105      |              | 72          |              |
|        |                              | EB     | L      | 0        |              | 0           |              |
|        |                              |        | T      | 0        |              | 0           |              |
|        |                              |        | R      | 0        |              | 0           |              |
|        |                              | WB     | L      | 18       |              | 20          |              |
|        | South Riverside Avenue &     |        | T<br>R | 1<br>5   |              | 1<br>8      |              |
| 5      | Benedict Blvd.               | NB     | L      | 4        | 156          | 8           | 185          |
|        | 20                           | 14D    | T      | 38       |              | 66          |              |
|        |                              |        | R      | 17       |              | 20          |              |
|        |                              | SB     | L      | 8        | 1            | 6           |              |
|        |                              |        | T      | 64       |              | 51          |              |
|        |                              |        | R      | 1        |              | 2           |              |
|        |                              | EB     | L      | 3        |              | 2           |              |
|        | ,                            |        | R      | 19       |              | 9           |              |
| 6      | South Riverside Avenue &     | NB     | L      | 6        | 102          | 17          | 116          |
|        | Clinton St.                  | C.T.   | T      | 37       |              | 42          |              |
|        |                              | SB     | T<br>R | 36<br>1  |              | 43<br>3     |              |
| Net    |                              |        | Л      | 1        | l            | 3           |              |
| Notes: |                              |        |        |          |              |             |              |

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; L = Left, T = Through, R = Right

Table 2
Preliminary Level of Service Analysis
S. Riverside Avenue & Clinton Street

|            |                   | Lama          | 202          | 22 Existir     | ng  | 204          | 2 No Bu        | ild | 20           | 042 Build      | i   |
|------------|-------------------|---------------|--------------|----------------|-----|--------------|----------------|-----|--------------|----------------|-----|
| Peak Hour  | Approach          | Lane<br>Group | v/c<br>Ratio | Delay<br>(sec) | LOS | v/c<br>Ratio | Delay<br>(sec) | LOS | v/c<br>Ratio | Delay<br>(sec) | LOS |
| Weekday AM | EB (Clinton)      | LR            | 0.05         | 16.0           | С   | 0.08         | 19.5           | С   | 0.18         | 20.2           | С   |
| Peak Hour  | NB (S. Riverside) | L             | 0.01         | 8.9            | Α   | 0.01         | 9.3            | Α   | 0.02         | 9.5            | Α   |
| Weekday PM | EB (Clinton)      | LR            | 0.05         | 17.3           | С   | 0.09         | 21.8           | С   | 0.15         | 21.8           | С   |
| Peak Hour  | NB (S. Riverside) | L             | 0.01         | 8.3            | Α   | 0.01         | 8.5            | Α   | 0.03         | 8.8            | Α   |

#### Notes:

v/c = Volume to Capacity; LOS = Level of Service

EB = Eastbound, NB = Northbound; L = Left, R=Right

The capacity analysis was performed using methodologies based on the Highway Capacity Manual, 6th Edition (HCM 6) methodology (Synchro 11 software) to calculate existing and future traffic operating conditions (Level of Service ("LOS") and total delay) at each of the Study Area intersections. LOS is based on a grading scale of "A" through "F" with "A" representing optimum traffic conditions and "F" representing poor traffic conditions (LOS D or better is typically considered acceptable operating conditions).

A comparison of the No Build and Build analysis results indicates that all intersection movements would continue to operate at acceptable Level of Service (LOS) 'C' or better during the peak hours analyzed and there would be no degradation to unacceptable LOS E or F under 2042 Build conditions with the proposed rezoning. Therefore, due to the unlikely potential for this intersection to experience impacts with the proposed rezoning, it is proposed that the intersection of S. Riverside Avenue and Clinton Street not be included as part of the TIS study area for a quantified analysis.

### **B. CONCLUSION**

Based on the screening outlined above, one intersection has been screened-out of quantified analysis, and the following five intersections are proposed for quantified analysis in the TIS:

- 1. Croton Point Ave. and Veterans Plaza
- 2. Croton Point Ave. and Rt. 9/9A Southbound Ramps
- 3. Croton Point Ave. and Rt. 9/9A Northbound Ramps
- 4. Croton Point Ave. and S. Riverside Ave.
- 5. S. Riverside Ave. and Benedict Blvd.

## **ATTACHMENT A**

- -Trip Generation Table from AKRF's February 25, 2022 memorandum to the Village
  - Cumulative trip assignment volumes for the HSRG Overlay and LI District

Table 1
Trip Generation\*
Croton Zoning Study

| Building    | Zoning    | Land Use                           |           | ITE Land Use   | 2:                                   | Weekd          | ay AM Pea | ık Hour | Weekd            | ay PM Pea      | ık Hour          |                  | / Midday P | eak Hour         |
|-------------|-----------|------------------------------------|-----------|--|--------------------------------------|----------------|-----------|---------|------------------|----------------|------------------|------------------|------------|------------------|
| Component   | Component | Description                        | Code #    | Land Use   | Size                                 | In             | Out       | Total   | In               | Out            | Total            | In               | Out        | Total            |
|             | HSRG      | Multifamily Housing (3 story max.) | 220       | Multifamily Housing (Low-Rise) - Not<br>Close to Rail Transit <sup>(1)</sup> | 383 Units                            | 34             | 108       | 142     | 117              | 68             | 185              | 79               | 78         | 157              |
|             | LI TOD    | Multifamily Housing (5 story max.) | 221       | Multifamily Housing (Mid-Rise) - Not<br>Close to Rail Transit <sup>(2)</sup> | 87 Units                             | 6              | 21        | 27      | 21               | 13             | 34               | 18               | 17         | 35               |
| Residential |           |                                    | Subto     | tal Residential  | 470 Units                            | 40             | 129       | 169     | 138              | 81             | 219              | 97               | 95         | 192              |
|             |           |                                    |           |  | Internal Trips <sup>(6)</sup>        | -4             | -13       | -17     | -14              | -8             | -22              | -10              | -9         | -19              |
|             |           |                                    |           |  | Mass Transit Credit (7)              | -4             | -11       | -15     | -12              | -8             | -20              | -9               | -8         | -17              |
|             |           |                                    | Tota      | I Residential  | 470 Units                            | 32             | 105       | 137     | 112              | 65             | 177              | 78               | 78         | 156              |
|             |           |                                    |           |  | 7.423 kSF <sup>(8)</sup>             | 10             | 2         | 12      | 5                | 11             | 16               | 2                | 2          | 4                |
|             |           | Office                             | 712 / 710 | Small Office Building (AM, PM) /   | Internal Trips <sup>(6)</sup>        | -1             | 0         | -1      | -1               | -1             | -2               | 0                | 0          | 0                |
|             |           | Office                             | 712/710   | General Office Building (Sat.) <sup>(3)</sup>                                | Mass Transit Credit (7)              | -1             | 0         | -1      | 0                | -1             | -1               | 0                | 0          | 0                |
|             |           |                                    |           |  | Total Office                         | 8              | 2         | 10      | 4                | 9              | 13               | 2                | 2          | 4                |
|             |           |                                    |           |  | 7.859 kSF <sup>(8)</sup>             | 11             | 8         | 19      | 26               | 26             | 52               | 27               | 25         | 52               |
|             |           |                                    |           |  | Internal Trips <sup>(6)</sup>        | -1             | -1        | -2      | -3               | -2             | -5               | -3               | -2         | -5               |
|             | LI TOD    | Retail                             | 822       | Strip Retail Plaza (<40k) <sup>(4)</sup>                                     | Mass Transit Credit (7)              | -1             | -1        | -2      | -2               | -3             | -5               | -2               | -3         | -5               |
| Commercial  |           |                                    |           |  | Pass-by Trips <sup>(9)</sup>         | -2             | -1        | 0       | -7               | -7             | -14              | -6               | -5         | -11              |
|             |           |                                    |           |  | Total Retail                         | 7              | 5         | 15      | 14               | 14             | 28               | 16               | 15         | 31               |
| ,           |           |                                    |           |  | 6.549 kSF <sup>(6)</sup>             | 3              | 2         | 5       | 34               | 17             | 51               | 41               | 29         | 70               |
|             |           | Danta                              | 004       | Fig. D: 11 D 11 (5)  | Internal Trips (6)                   | 0              | -1        | -1      | -3               | -2             | -5               | -4               | -3         | -7               |
|             |           | Restaurant                         | 931       | Fine Dining Restaurant <sup>(5)</sup>  | Mass Transit Credit (7)              | 0              | 0         | 0       | -3<br>-12        | -2             | -5<br>-18        | -4<br>-19        | -2<br>-14  | -6<br>-32        |
|             |           |                                    |           |  | Pass-by Trips (10)  Total Restaurant | -1<br><b>2</b> | 0         | -1<br>3 | -12<br><b>16</b> | -6<br><b>7</b> | -18<br><b>23</b> | -19<br><b>14</b> | -14<br>10  | -32<br><b>25</b> |
|             |           |                                    | Total     | Commercial   | 21.831 kSF                           | 17             | 8         | 28      | 34               | 30             | 64               | 32               | 27         | 60               |
|             |           | TOTAL                              |           | ENERATION  |                                      | 49             | 113       | 165     | 146              | 95             | 241              | 110              | 105        | 216              |

### Notes

- (1) ITE equation T = 0.31(X) + 22.85 (24% entering, 76% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.43(X) + 20.55 (63% entering, 37% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.41 trips/dwelling unit (50% entering, 50% exiting) was used for the Saturday Midday Peak Hour.
- (2) ITE equation T = 0.44(X) 11.61 (23% entering, 77% exiting) was used for the Weekday AM Peak Hour
- ITE equation T = 0.39(X) + 0.34 (61% entering, 39% exiting) was used for the Weekday PM Peak Hour
- ITE Equation Ln(T) = 1.00 Ln(x) 0.91 (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour.
- (3) ITE rate of 1.67 trips/1,000 SF (82% entering, 18% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 2.16 trips/1,000 SF (34% entering, 66% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 0.53 trips/1,000 SF (54% entering, 46% exiting) was used for the Saturday Midday Peak Hour. ITE Rates unavailable for the "Small Office Building" land use for the Saturday Midday Peak Hour, therefore, "General Office Building" land use rates were utilized instead.
- (4) ITE rate of 2.36 trips/1,000 SF (60% entering, 40% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 6.59 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 6.57 trips/1,000 SF (51% entering, 49% exiting) was used for the Saturday Midday Peak Hour
- (5) ITE rate of 0.73 trips/1,000 SF (50% entering, 50% exiting) was used for the Weekday AM Peak Hour
- ITE rate of 7.80 trips/1,000 SF (67% entering, 33% exiting) was used for the Weekday PM Peak Hour
- ITE rate of 10.68 trips/1,000 SF (59% entering, 41% exiting) was used for the Saturday Midday Peak Hour
- (6) Internal trips calculated utilizing an internal trip credit of 10%.
- (7) Mass Transit credit calculated utilizing a 10% mass transit credit.
- (8) The commercial square footage was assumed to be 34% office, 36% retail, and 30% restaurant.
- (9) Pass-by trip percentage of 34% utilized for the Weekday PM peak hour and 26% utilized for the Saturday Midday peak hour, based on average of pass-by trip percentages presented in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 820 "Shopping Center". ITE Pass-by trip percentage unavailable for Land Use 820 for the Weekday AM peak hour trips yielding a pass-by trip percentage of 20%.
- (10) Pass-by trip percentage of 44% utilized for the Weekday PM peak hour, based on average of pass-by trip percentages presented in the Institute of

Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition for ITE Land Use Code 931 "Quality Restaurant". ITE Pass-by trip percentages unavailable for Land Use 931 for the Weekday AM and Saturday Midday peak hours and were developed from the ratio of Weekday AM and Saturday Midday to Weekday PM peak hour trips yielding pass-by trip percentages of 24% and 57% for the Weekday AM and Saturday Midday peak hours, respectively.

\*Source: ITE Trip Generation Manual, 11th Edition

Table A-1 Croton Zoning Cumulative Trip Assignment Summary

|   |           |                  |                | Zoning Cun |                |        | it Summary     |
|---|-----------|------------------|----------------|------------|----------------|--------|----------------|
|   |           | HSRG             | TRIPS          |            |                | TRIPS  |                |
| INTERSECTIONS   |           |                  | ROJECT TRAFFIC |            | ROJECT TRAFFIC |        | ROJECT TRAFFIC |
|   |           | AM               | PM             | AM         | PM             | AM     | PM             |
|   | -         |                  |                | _          |                |        |                |
| 1. Croton Point Avenue & Veterans Plaza   | EB I      |                  | 0              | 0          | 1              | 1      | 1              |
|   |           | 3                | 9              | 0          | 0              | 0      | 0              |
|   |           | R 0              | 0              | 0          | 0              | 0      | 0              |
|   | WB I      |                  | 17             | 2          | 2              | 4      | 5              |
|   | 1         |                  | 6              | 0          | 0              | 0      | 0              |
|   |           | 0                | 0              | 3          | 11             | 12     | 23             |
|   | NB I      |                  | 0              | 0          | 0              | 0      | 0              |
|   | 1         |                  | 0              | 1          | 2              | 2      | 4              |
|   | SB 1      | R 10<br>L 0      | 28<br>0        | 4<br>10    | 7              | 1<br>6 | 2<br>22        |
|   |           |                  |                |            | ĺ.             |        |                |
|   | 1         |                  | 0              | 2          | 0              | 0      | 4              |
| 2. Croton Point Avenue & Route 9/9A SB Ramps  | EB 7      |                  | 38             | 8          | 5              | 4      | 1<br>14        |
| 2. Groton rount Avenue & Route 9/9A 3D Ramps  | -         | R 0              | 0              | 6          | 4              | 3      | 14             |
|   | WB I      |                  | 39             | 0          | 0              | 0      | 0              |
|   |           | Γ 43             | 22             | 5          | 11             | 13     | 23             |
|   | SB I      |                  | 28             | 0          | 0              | 0      | 0              |
|   |           | Γ 0              | 0              | 0          | 0              | 0      | 0              |
|   |           | 0                | 0              | 1          | 3              | 3      | 5              |
| 3. Croton Point Av & Route 9/9A NB Ramps/Restaurant Drvwy.                                      | EB I      |                  | 4              | 0          | 0              | 0      | 0              |
|   | 1         | 25               | 60             | 5          | 3              | 3      | 9              |
|   | 1         | R 3              | 1              | 3          | 2              | 1      | 5              |
|   | WB I      | L 27             | 14             | 0          | 0              | 0      | 0              |
|   | 1         | Γ 101            | 56             | 2          | 5              | 6      | 11             |
|   | 1         | R 1              | 4              | 0          | 0              | 0      | 0              |
|   | NB I      | L 1              | 5              | 2          | 6              | 7      | 12             |
|   | 1         | Γ 1              | 4              | 0          | 0              | 0      | 0              |
|   |           | R 20             | 57             | 0          | 0              | 0      | 0              |
|   | SB 1      |                  | 2              | 0          | 0              | 0      | 0              |
|   | 1         |                  | 1              | 0          | 0              | 0      | 0              |
| 1.0. (I.B   | I I       |                  | 4              | 0          | 0              | 0      | 0              |
| 4. South Riverside Avenue/Croton Point Avenue   | EB I      |                  | 92             | 5          | 3              | 2      | 8              |
|   | NB I      | R 9<br>L 20      | 19<br>13       | 1<br>0     | 1              | 0      | 2 2            |
|   |           | Γ 9              | 10             | 0          | 0              | 0      | 0              |
|   | SB        |                  | 10             | 0          | 0              | 0      | 0              |
|   |           | 98               | 59             | 2          | 4              | 5      | 9              |
| 5. South Riverside Avenue/Benedict Blvd.  | EB I      |                  | 0              | 0          | 0              | 0      | 0              |
|   | -         | Γ 0              | 0              | 0          | 0              | 0      | 0              |
|   |           | R 0              | 0              | 0          | 0              | 0      | 0              |
|   | WB I      |                  | 15             | 1          | 2              | 2      | 4              |
|   |           | г 1              | 1              | 0          | 0              | 0      | 0              |
|   | 1         | R 5              | 8              | 0          | 0              | 0      | 0              |
|   | NB I      | L 4              | 11             | 0          | 0              | 0      | 0              |
|   | 1         | Г 34             | 60             | 3          | 2              | 1      | 5              |
|   |           | R 15             | 16             | 2          | 1              | 1      | 3              |
|   | SB I      |                  | 6              | 0          | 0              | 0      | 0              |
|   |           | Г 60             | 43             | 1          | 3              | 3      | 5              |
|   | 1         |                  | 2              | 0          | 0              | 0      | 0              |
| 6. South Riverside Avenue/Clinton St.   | EB I      |                  | 2              | 0          | 0              | 0      | 0              |
|   |           | R 19             | 9              | 0          | 0              | 0      | 0              |
|   | NB I      |                  | 17             | 0          | 0              | 0      | 0              |
|   | CD 7      |                  | 36             | 3          | 2              | 1      | 5              |
|   | SB        | T 32             | 35<br>3        | 0          | 3<br>0         | 3<br>0 | 5              |
| No.   | <u> </u>  | 1                | 3              | 0          | 0              | 0      | 0              |
| Notes:<br>EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound; L = Left,           | T _ Thr-  | ugh D = Dight    |                |            |                |        |                |
| LD = Lastboaria, $VVD = VVEStboaria$ , $VVD = VVOITIBOURIA$ , $SD = SOUTIBOURIA$ ; $L = LERT$ , | . – 11110 | ugii, n - nigiil |                |            |                |        |                |

# **ATTACHMENT B**

- Capacity Analysis Methodology
- Synchro Output Reports

# Capacity Analysis Methodology

## **CAPACITY ANALYSIS METHODOLOGY**

### SIGNALIZED INTERSECTIONS

AKRF analyzed the operation of Study Area signalized intersections by applying the Percentile Delay Methodology included in the Synchro 10 traffic signal software. The Percentile Delay Methodology differs from the *Highway Capacity Manual (HCM)* Methodology by calculating vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th and 90th) and taking the volume weighted average of the scenarios as compared to HCM, which calculates delay for a single average scenario. The Percentile Delay Methodology includes an additional queue delay component to account for the effects of queues and blocking on short links and turning bays. The methodology evaluates signalized intersections for average delay per vehicle and level of service (LOS).

LOS is characterized for the entire intersection, each intersection approach, and/or each lane group. LOS is the only measure of effectiveness provided for the entire intersection operation. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

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

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

LOS C describes operation with delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operation with delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operation with delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 seconds per vehicle when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression

is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 seconds per vehicle represents failure from a delay perspective).

HCM's standard delay criteria for the range of service levels at signalized intersections are shown in **Table A.1-1**.

Table A.1-1 LOS Criteria for Signalized Intersections

|                          |                 | 0                         |
|--------------------------|-----------------|---------------------------|
|                          | Level-of-Ser    | vice (LOS) <sup>(1)</sup> |
| Total Delay Per Vehicle  | v/c ratio ≤ 1.0 | v/c ratio > 1.0           |
| ≤ 10.0 seconds           | A               | F                         |
| >10.0 and ≤ 20.0 seconds | В               | F                         |
| >20.0 and ≤ 35.0 seconds | С               | F                         |
| >35.0 and ≤ 55.0 seconds | D               | F                         |
| >55.0 and ≤ 80.0 seconds | E               | F                         |
| >80.0 seconds            | F               | F                         |

Note: (1) For approach-based and intersection-wide assessments, LOS is defined solely by delay.

Source: Transportation Research Board. Highway Capacity Manual, 6th Edition.

# Synchro Output Reports

|                            | ۶     | <b>→</b> | •     | •     | <b>←</b> | •     | 4       | <b>†</b> | <b>/</b> | <b>/</b> | ļ     | ✓     |
|----------------------------|-------|----------|-------|-------|----------|-------|---------|----------|----------|----------|-------|-------|
| Lane Group                 | EBL   | EBT      | EBR   | WBL   | WBT      | WBR   | NBL     | NBT      | NBR      | SBL      | SBT   | SBR   |
| Lane Configurations        |       | 4        |       | *     | 4        |       |         | 4        | 7        |          | 4     |       |
| Traffic Volume (vph)       | 0     | 111      | 10    | 291   | 64       | 21    | 6       | 0        | 83       | 6        | 0     | 0     |
| Future Volume (vph)        | 0     | 111      | 10    | 291   | 64       | 21    | 6       | 0        | 83       | 6        | 0     | 0     |
| Ideal Flow (vphpl)         | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900    | 1900     | 1900     | 1900     | 1900  | 1900  |
| Lane Width (ft)            | 12    | 13       | 12    | 11    | 11       | 12    | 12      | 10       | 10       | 12       | 15    | 12    |
| Storage Length (ft)        | 0     |          | 0     | 0     |          | 0     | 0       |          | 30       | 0        |       | 0     |
| Storage Lanes              | 0     |          | 0     | 1     |          | 0     | 0       |          | 1        | 0        |       | 0     |
| Taper Length (ft)          | 25    |          |       | 25    |          |       | 25      |          |          | 25       |       |       |
| Lane Util. Factor          | 1.00  | 1.00     | 1.00  | 0.95  | 0.95     | 1.00  | 1.00    | 0.95     | 0.95     | 1.00     | 1.00  | 1.00  |
| Frt                        | 1.00  | 0.989    | 1.00  | 0.00  | 0.984    | 1.00  | 1.00    | 0.871    | 0.850    | 1.00     | 1.00  | 1.00  |
| Flt Protected              |       | 0.000    |       | 0.950 | 0.973    |       |         | 0.993    | 0.000    |          | 0.950 |       |
| Satd. Flow (prot)          | 0     | 1776     | 0     | 1609  | 1588     | 0     | 0       | 1415     | 1390     | 0        | 1947  | 0     |
| Flt Permitted              | U     | 1770     | U     | 0.662 | 0.757    | U     | U       | 0.949    | 1000     | U        | 0.717 | U     |
| Satd. Flow (perm)          | 0     | 1776     | 0     | 1121  | 1235     | 0     | 0       | 1352     | 1390     | 0        | 1469  | 0     |
| Right Turn on Red          | U     | 1770     | No    | 1121  | 1233     | Yes   | U       | 1332     | Yes      | U        | 1403  | Yes   |
| Satd. Flow (RTOR)          |       |          | INO   |       | 5        | 165   |         | 60       | 60       |          |       | 165   |
| ,                          |       | 30       |       |       | 30       |       |         | 30       | 60       |          | 20    |       |
| Link Speed (mph)           |       |          |       |       |          |       |         |          |          |          | 30    |       |
| Link Distance (ft)         |       | 348      |       |       | 173      |       |         | 172      |          |          | 290   |       |
| Travel Time (s)            | 0.04  | 7.9      | 0.04  | 0.04  | 3.9      | 0.04  | 0.70    | 3.9      | 0.70     | 0.00     | 6.6   | 0.00  |
| Peak Hour Factor           | 0.81  | 0.81     | 0.81  | 0.91  | 0.91     | 0.91  | 0.78    | 0.78     | 0.78     | 0.63     | 0.63  | 0.63  |
| Heavy Vehicles (%)         | 2%    | 10%      | 2%    | 3%    | 10%      | 2%    | 3%      | 3%       | 3%       | 2%       | 2%    | 2%    |
| Adj. Flow (vph)            | 0     | 137      | 12    | 320   | 70       | 23    | 8       | 0        | 106      | 10       | 0     | 0     |
| Shared Lane Traffic (%)    |       |          |       | 37%   | 011      |       |         |          | 47%      |          |       |       |
| Lane Group Flow (vph)      | 0     | 149      | 0     | 202   | 211      | 0     | 0       | 58       | 56       | 0        | 10    | 0     |
| Enter Blocked Intersection | No    | No       | No    | No    | No       | No    | No      | No       | No       | No       | No    | No    |
| Lane Alignment             | Left  | Left     | Right | Left  | Left     | Right | Left    | Left     | Right    | Left     | Left  | Right |
| Median Width(ft)           |       | 11       |       |       | 11       |       |         | 0        |          |          | 0     |       |
| Link Offset(ft)            |       | 0        |       |       | 0        |       |         | 0        |          |          | 0     |       |
| Crosswalk Width(ft)        |       | 16       |       |       | 16       |       |         | 16       |          |          | 16    |       |
| Two way Left Turn Lane     |       |          |       |       |          |       |         |          |          |          |       |       |
| Headway Factor             | 1.00  | 0.96     | 1.00  | 1.04  | 1.04     | 1.00  | 1.00    | 1.09     | 1.09     | 1.00     | 0.88  | 1.00  |
| Turning Speed (mph)        | 15    |          | 9     | 15    |          | 9     | 15      |          | 9        | 15       |       | 9     |
| Number of Detectors        | 1     | 2        |       | 1     | 2        |       | 1       | 2        | 1        | 1        | 2     |       |
| Detector Template          | Left  | Thru     |       | Left  | Thru     |       | Left    | Thru     | Right    | Left     | Thru  |       |
| Leading Detector (ft)      | 20    | 100      |       | 20    | 100      |       | 20      | 100      | 20       | 20       | 100   |       |
| Trailing Detector (ft)     | 0     | 0        |       | 0     | 0        |       | 0       | 0        | 0        | 0        | 0     |       |
| Detector 1 Position(ft)    | 0     | 0        |       | 0     | 0        |       | 0       | 0        | 0        | 0        | 0     |       |
| Detector 1 Size(ft)        | 20    | 6        |       | 20    | 6        |       | 20      | 6        | 20       | 20       | 6     |       |
| Detector 1 Type            | CI+Ex | CI+Ex    |       | CI+Ex | Cl+Ex    |       | CI+Ex   | Cl+Ex    | CI+Ex    | Cl+Ex    | CI+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)    |       | 94       |       |       | 94       |       |         | 94       |          |          | 94    |       |
| Detector 2 Size(ft)        |       | 6        |       |       | 6        |       |         | 6        |          |          | 6     |       |
| Detector 2 Type            |       | CI+Ex    |       |       | CI+Ex    |       |         | CI+Ex    |          |          | CI+Ex |       |
| Detector 2 Channel         |       |          |       |       |          |       |         |          |          |          |       |       |
| Detector 2 Extend (s)      |       | 0.0      |       |       | 0.0      |       |         | 0.0      |          |          | 0.0   |       |
| Turn Type                  |       | NA       |       | pm+pt | NA       |       | pm+pt   | NA       | pm+ov    | pm+pt    | NA    |       |
|                            |       | 11/7     |       | hhr   | 11/7     |       | hiii.hr | 14/-1    | biii.04  | hiii.hr  | 11/7  |       |

|                         | ۶     | -     | $\rightarrow$ | •     | ←     | •   | 1     | <b>†</b> | /     | -     | ţ     | 4   |
|-------------------------|-------|-------|---------------|-------|-------|-----|-------|----------|-------|-------|-------|-----|
| Lane Group              | EBL   | EBT   | EBR           | WBL   | WBT   | WBR | NBL   | NBT      | NBR   | SBL   | SBT   | SBR |
| Protected Phases        |       | 6     |               | 5     | 6     |     | 8     | 7        | 5     | 8     | 7     |     |
| Permitted Phases        | 6     |       |               | 6     |       |     | 7     |          | 7     | 7     |       |     |
| Detector Phase          | 6     | 6     |               | 5     | 6     |     | 8     | 7        | 5     | 8     | 7     |     |
| 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)         | 41.0  | 41.0  |               | 41.0  | 41.0  |     | 41.0  | 41.0     | 41.0  | 41.0  | 41.0  |     |
| Total Split (%)         | 25.0% | 25.0% |               | 25.0% | 25.0% |     | 25.0% | 25.0%    | 25.0% | 25.0% | 25.0% |     |
| Maximum Green (s)       | 35.0  | 35.0  |               | 35.0  | 35.0  |     | 35.0  | 35.0     | 35.0  | 35.0  | 35.0  |     |
| Yellow Time (s)         | 4.0   | 4.0   |               | 4.0   | 4.0   |     | 4.0   | 4.0      | 4.0   | 4.0   | 4.0   |     |
| All-Red Time (s)        | 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   | Lag   |               | Lead  | Lag   |     | Lag   | Lead     | 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   | 3.0   |     |
| Recall Mode             | C-Max | C-Max |               | None  | C-Max |     | None  | None     | None  | None  | None  |     |
| Walk Time (s)           | 7.0   | 7.0   |               | 7.0   | 7.0   |     |       | 7.0      | 7.0   |       | 7.0   |     |
| Flash Dont Walk (s)     | 18.0  | 18.0  |               | 18.0  | 18.0  |     |       | 18.0     | 18.0  |       | 18.0  |     |
| Pedestrian Calls (#/hr) | 0     | 0     |               | 0     | 0     |     |       | 0        | 0     |       | 0     |     |
| Act Effct Green (s)     |       | 132.1 |               | 141.1 | 141.1 |     |       | 7.2      | 19.9  |       | 7.2   |     |
| Actuated g/C Ratio      |       | 0.81  |               | 0.86  | 0.86  |     |       | 0.04     | 0.12  |       | 0.04  |     |
| v/c Ratio               |       | 0.10  |               | 0.20  | 0.20  |     |       | 0.50     | 0.25  |       | 0.16  |     |
| Control Delay           |       | 4.4   |               | 1.9   | 1.8   |     |       | 30.2     | 14.0  |       | 79.5  |     |
| Queue Delay             |       | 0.0   |               | 1.0   | 2.7   |     |       | 0.0      | 0.0   |       | 0.0   |     |
| Total Delay             |       | 4.4   |               | 2.8   | 4.5   |     |       | 30.2     | 14.0  |       | 79.5  |     |
| LOS                     |       | Α     |               | Α     | Α     |     |       | С        | В     |       | Е     |     |
| Approach Delay          |       | 4.4   |               |       | 3.7   |     |       | 22.2     |       |       | 79.5  |     |
| Approach LOS            |       | Α     |               |       | Α     |     |       | С        |       |       | Е     |     |

### Intersection Summary

Area Type: Other

Cycle Length: 164

Actuated Cycle Length: 164

Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 45

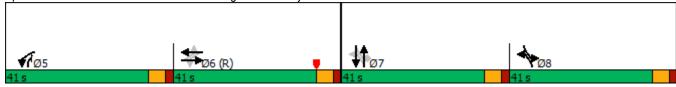
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 8.0 Intersection LOS: A Intersection Capacity Utilization 36.8% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Parking Lot Driveway & Croton Point Ave.



| Lane Group   |                            | ၨ    | <b>→</b>   | $\rightarrow$ | •      | <b>←</b> | •     | •    | <b>†</b> | ~     | <b>&gt;</b> | ļ     | 4     |
|--|----------------------------|------|------------|---------------|--------|----------|-------|------|----------|-------|-------------|-------|-------|
| Traffic Volume (vph)   | Lane Group                 | EBL  | EBT        | EBR           | WBL    | WBT      | WBR   | NBL  | NBT      | NBR   | SBL         | SBT   | SBR   |
| Traffic Volume (vph)   | Lane Configurations        |      | <b>∳</b> Љ |               |        | 413      |       |      |          |       |             | 4     | 7     |
| Future volume (vph)   0   132   68   288   167   0   0   0   0   0   56   0   209   160al Flow (vph)pl)   1900   |                            | 0    |            | 68            | 288    |          | 0     | 0    | 0        | 0     | 56          |       | 209   |
| Ideal Flow (ryphpi)  |                            | 0    | 132        | 68            | 288    | 167      | 0     | 0    | 0        | 0     | 56          | 0     | 209   |
| Storage Length (ft)  |                            | 1900 | 1900       | 1900          | 1900   | 1900     | 1900  | 1900 | 1900     | 1900  | 1900        | 1900  | 1900  |
| Storage Lanes  | Lane Width (ft)            | 12   | 11         | 12            | 12     | 11       | 12    | 12   | 12       | 12    | 12          | 12    | 12    |
| Taper Length (ff)  | Storage Length (ft)        | 0    |            | 0             | 0      |          | 0     | 0    |          | 0     | 0           |       | 200   |
| Lane Util. Factor  | Storage Lanes              | 0    |            | 0             | 0      |          | 0     | 0    |          | 0     | 0           |       | 1     |
| Fit Protected  | Taper Length (ft)          | 25   |            |               | 25     |          |       | 25   |          |       | 25          |       |       |
| Fit Protected   10,969   10   10   10   10   10   10   10   1  | Lane Util. Factor          | 1.00 | 0.95       | 0.95          | 0.95   | 0.95     | 1.00  | 1.00 | 1.00     | 1.00  | 1.00        | 0.95  | 0.95  |
| Satd. Flow (prot)  | Frt                        |      | 0.949      |               |        |          |       |      |          |       |             | 0.912 | 0.850 |
| Fit Permitted  | Flt Protected              |      |            |               |        | 0.969    |       |      |          |       |             | 0.980 |       |
| Satd. Flow (perm)  | Satd. Flow (prot)          | 0    | 3011       | 0             | 0      | 3220     | 0     | 0    | 0        | 0     | 0           | 1536  | 1461  |
| Right Turn on Red   No   | Flt Permitted              |      |            |               |        | 0.656    |       |      |          |       |             | 0.980 |       |
| Satid  | Satd. Flow (perm)          | 0    | 3011       | 0             | 0      | 2180     | 0     | 0    | 0        | 0     | 0           | 1536  | 1461  |
| Link Speed (mph)   | Right Turn on Red          |      |            | No            |        |          | Yes   |      |          | Yes   |             |       | No    |
| Link Distance (ft)   | Satd. Flow (RTOR)          |      |            |               |        |          |       |      |          |       |             |       |       |
| Travel Time (s)   3.9   9.4   9.8   11.2   | Link Speed (mph)           |      | 30         |               |        | 30       |       |      | 30       |       |             | 30    |       |
| Peak Hour Factor   | Link Distance (ft)         |      | 173        |               |        | 412      |       |      | 431      |       |             | 494   |       |
| Heavy Vehicles (%)   | Travel Time (s)            |      | 3.9        |               |        | 9.4      |       |      | 9.8      |       |             | 11.2  |       |
| Adj. Flow (vph)         0         161         83         324         188         0         0         0         66         0         246           Shared Lane Traffic (%)         Use of the properties of   | Peak Hour Factor           | 0.82 | 0.82       | 0.82          | 0.89   | 0.89     | 0.89  | 0.92 | 0.92     | 0.92  | 0.85        | 0.85  | 0.85  |
| Shared Lane Traffic (%)   Cane Group Flow (vph)   O   244   O   O   512   O   O   O   O   O   O   0   0   159   153  | Heavy Vehicles (%)         | 2%   | 10%        | 10%           | 5%     | 5%       | 2%    | 2%   | 2%       | 2%    | 5%          | 5%    | 5%    |
| Lane Group Flow (vph)  | Adj. Flow (vph)            | 0    | 161        | 83            | 324    | 188      | 0     | 0    | 0        | 0     | 66          | 0     | 246   |
| Enter Blocked Intersection   | Shared Lane Traffic (%)    |      |            |               |        |          |       |      |          |       |             |       | 38%   |
| Left   Left   Right   Left   Right   Left   Right   Left   Right   Left   Right   Left   Right   Left   Right   Right   Left   Right | Lane Group Flow (vph)      | 0    | 244        | 0             | 0      | 512      | 0     | 0    | 0        | 0     | 0           | 159   | 153   |
| Median Width(fft)         0         0         0         0           Link Offset(ft)         0         0         0         0           Crosswalk Width(ft)         16         16         16         16           Two way Left Turn Lane           Headway Factor         1.00         1.04         1.00         1.04         1.00 <td>Enter Blocked Intersection</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td>  | Enter Blocked Intersection | No   | No         | No            | No     | No       | No    | No   | No       | No    | No          | No    | No    |
| Link Offset(fft)         0         0         0         0         0           Crosswalk Width(ft)         16         16         16         16           Two way Left Turn Lane         Headway Factor         1.00         1.04         1.00         1.04         1.00<  | Lane Alignment             | Left | Left       | Right         | Left   | Left     | Right | Left | Left     | Right | Left        | Left  | Right |
| Crosswalk Width(ft)         16         16         16         16         16         16         16         16         16         Two way Left Turn Lane         Two way Left Turn Lane         Headway Factor         1.00         1.04         1.00         2.00         1.00         2.00         1.00         2.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00   | Median Width(ft)           |      | 0          |               |        | 0        |       |      | 0        |       |             | 0     |       |
| Two way Left Turn Lane   Headway Factor   1.00   1.04   1.00    | Link Offset(ft)            |      | 0          |               |        | 0        |       |      | 0        |       |             | 0     |       |
| Headway Factor   | Crosswalk Width(ft)        |      | 16         |               |        | 16       |       |      | 16       |       |             | 16    |       |
| Turning Speed (mph)         15         9         15         1         2         2         2         2   | Two way Left Turn Lane     |      |            |               |        |          |       |      |          |       |             |       |       |
| Number of Detectors         2         1         2         1         2         1           Detector Template         Thru         Left         Thru         Left         Thru         Right           Leading Detector (ft)         100         20         100         20         100         20           Trailing Detector (ft)         0   | Headway Factor             |      | 1.04       | 1.00          |        | 1.04     | 1.00  |      | 1.00     | 1.00  |             | 1.00  | 1.00  |
| Detector Template  | Turning Speed (mph)        | 15   |            | 9             | 15     |          | 9     | 15   |          | 9     | 15          |       | 9     |
| Leading Detector (ft)         100         20         100         20           Trailing Detector (ft)         0   | Number of Detectors        |      | 2          |               | 1      | 2        |       |      |          |       | 1           | 2     | •     |
| Leading Detector (ft)         100         20         100         20           Trailing Detector (ft)         0   | Detector Template          |      | Thru       |               | Left   | Thru     |       |      |          |       | Left        | Thru  | Right |
| Detector 1 Position(ft)         0         0         0         0         0           Detector 1 Size(ft)         6         20         6         20           Detector 1 Type         CI+Ex         CI+Ex <td< td=""><td>Leading Detector (ft)</td><td></td><td>100</td><td></td><td>20</td><td>100</td><td></td><td></td><td></td><td></td><td>20</td><td>100</td><td></td></td<>   | Leading Detector (ft)      |      | 100        |               | 20     | 100      |       |      |          |       | 20          | 100   |       |
| Detector 1 Size(ft)         6         20         6         20         6         20           Detector 1 Type         CI+Ex   |                            |      | 0          |               | 0      | 0        |       |      |          |       | 0           | 0     | 0     |
| Detector 1 Type         CI+Ex  | Detector 1 Position(ft)    |      | 0          |               | 0      | 0        |       |      |          |       |             | 0     | 0     |
| Detector 1 Channel           Detector 1 Extend (s)         0.0 <td>Detector 1 Size(ft)</td> <td></td> <td>6</td> <td></td> <td>20</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td>20</td> <td></td> <td>20</td>  | Detector 1 Size(ft)        |      | 6          |               | 20     | 6        |       |      |          |       | 20          |       | 20    |
| Detector 1 Extend (s)         0.0  | Detector 1 Type            |      | CI+Ex      |               | CI+Ex  | CI+Ex    |       |      |          |       | CI+Ex       | CI+Ex | CI+Ex |
| Detector 1 Queue (s)         0.0   |                            |      |            |               |        |          |       |      |          |       |             |       |       |
| Detector 1 Delay (s)         0.0   | Detector 1 Extend (s)      |      | 0.0        |               | 0.0    | 0.0      |       |      |          |       | 0.0         | 0.0   | 0.0   |
| Detector 2 Position(ft)         94         94         94           Detector 2 Size(ft)         6         6         6           Detector 2 Type         CI+Ex         CI+Ex         CI+Ex           Detector 2 Channel         Detector 2 Extend (s)         0.0         0.0  | Detector 1 Queue (s)       |      | 0.0        |               | 0.0    | 0.0      |       |      |          |       | 0.0         | 0.0   | 0.0   |
| Detector 2 Size(ft)         6         6         6           Detector 2 Type         CI+Ex         CI+Ex         CI+Ex           Detector 2 Channel         Detector 2 Extend (s)         0.0         0.0         0.0   | Detector 1 Delay (s)       |      | 0.0        |               | 0.0    | 0.0      |       |      |          |       | 0.0         | 0.0   | 0.0   |
| Detector 2 Type         CI+Ex         CI+Ex           Detector 2 Channel         0.0         0.0           Detector 2 Extend (s)         0.0         0.0   | Detector 2 Position(ft)    |      | 94         |               |        | 94       |       |      |          |       |             | 94    |       |
| Detector 2 Channel Detector 2 Extend (s) 0.0 0.0 0.0   | Detector 2 Size(ft)        |      | 6          |               |        | 6        |       |      |          |       |             | 6     |       |
| Detector 2 Extend (s) 0.0 0.0 0.0  |                            |      | CI+Ex      |               |        | CI+Ex    |       |      |          |       |             | CI+Ex |       |
|  | Detector 2 Channel         |      |            |               |        |          |       |      |          |       |             |       |       |
| Turn Type NA custom NA Perm NA Perm  | Detector 2 Extend (s)      |      | 0.0        |               |        | 0.0      |       |      |          |       |             | 0.0   |       |
| - AL   | Turn Type                  |      | NA         |               | custom | NA       |       |      |          |       | Perm        | NA    | Perm  |

AKRF, Inc.

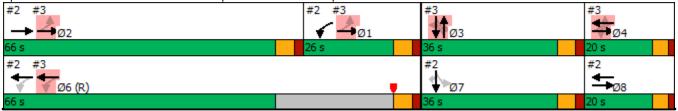
| Lane Group                 | Ø2 | Ø3 | Ø4  | Ø6 | Ø8 |
|----------------------------|----|----|-----|----|----|
| Lane Configurations        | ~  | ~~ | ~ . | ~~ | ~0 |
| Traffic Volume (vph)       |    |    |     |    |    |
| Future Volume (vph)        |    |    |     |    |    |
| Ideal Flow (vphpl)         |    |    |     |    |    |
|                            |    |    |     |    |    |
| Lane Width (ft)            |    |    |     |    |    |
| Storage Length (ft)        |    |    |     |    |    |
| Storage Lanes              |    |    |     |    |    |
| Taper Length (ft)          |    |    |     |    |    |
| Lane Util. Factor          |    |    |     |    |    |
| Frt                        |    |    |     |    |    |
| Flt Protected              |    |    |     |    |    |
| Satd. Flow (prot)          |    |    |     |    |    |
| Flt Permitted              |    |    |     |    |    |
| Satd. Flow (perm)          |    |    |     |    |    |
| Right Turn on Red          |    |    |     |    |    |
| Satd. Flow (RTOR)          |    |    |     |    |    |
| Link Speed (mph)           |    |    |     |    |    |
| Link Distance (ft)         |    |    |     |    |    |
| Travel Time (s)            |    |    |     |    |    |
| Peak Hour Factor           |    |    |     |    |    |
| Heavy Vehicles (%)         |    |    |     |    |    |
| Adj. Flow (vph)            |    |    |     |    |    |
| Shared Lane Traffic (%)    |    |    |     |    |    |
| Lane Group Flow (vph)      |    |    |     |    |    |
| Enter Blocked Intersection |    |    |     |    |    |
| Lane Alignment             |    |    |     |    |    |
| Median Width(ft)           |    |    |     |    |    |
| Link Offset(ft)            |    |    |     |    |    |
| Crosswalk Width(ft)        |    |    |     |    |    |
| Two way Left Turn Lane     |    |    |     |    |    |
| Headway Factor             |    |    |     |    |    |
| Turning Speed (mph)        |    |    |     |    |    |
| Number of Detectors        |    |    |     |    |    |
| Detector Template          |    |    |     |    |    |
| Leading Detector (ft)      |    |    |     |    |    |
| Trailing Detector (ft)     |    |    |     |    |    |
| Detector 1 Position(ft)    |    |    |     |    |    |
| Detector 1 Size(ft)        |    |    |     |    |    |
| Detector 1 Type            |    |    |     |    |    |
| Detector 1 Channel         |    |    |     |    |    |
| Detector 1 Extend (s)      |    |    |     |    |    |
| Detector 1 Queue (s)       |    |    |     |    |    |
| Detector 1 Delay (s)       |    |    |     |    |    |
| Detector 2 Position(ft)    |    |    |     |    |    |
| Detector 2 Size(ft)        |    |    |     |    |    |
| Detector 2 Type            |    |    |     |    |    |
| Detector 2 Channel         |    |    |     |    |    |
| Detector 2 Extend (s)      |    |    |     |    |    |
| Turn Type                  |    |    |     |    |    |
|                            |    |    |     |    |    |

|                             | ۶            | <b>→</b> | •          | •      | +          | •      | 4   | <b>†</b> | ~   | <b>/</b> | <b></b> | 4     |
|-----------------------------|--------------|----------|------------|--------|------------|--------|-----|----------|-----|----------|---------|-------|
| Lane Group                  | EBL          | EBT      | EBR        | WBL    | WBT        | WBR    | NBL | NBT      | NBR | SBL      | SBT     | SBR   |
| Protected Phases            |              | 28       |            | 1      | 68         |        |     |          |     |          | 7       |       |
| Permitted Phases            |              |          |            | 6      |            |        |     |          |     | 7        |         | 7     |
| Detector Phase              |              | 28       |            | 1      | 68         |        |     |          |     | 7        | 7       | 7     |
| Switch Phase                |              |          |            |        |            |        |     |          |     |          |         |       |
| Minimum Initial (s)         |              |          |            | 5.0    |            |        |     |          |     | 5.0      | 5.0     | 5.0   |
| Minimum Split (s)           |              |          |            | 22.0   |            |        |     |          |     | 31.0     | 31.0    | 31.0  |
| Total Split (s)             |              |          |            | 26.0   |            |        |     |          |     | 36.0     | 36.0    | 36.0  |
| Total Split (%)             |              |          |            | 17.6%  |            |        |     |          |     | 24.3%    | 24.3%   | 24.3% |
| Maximum Green (s)           |              |          |            | 20.0   |            |        |     |          |     | 30.0     | 30.0    | 30.0  |
| Yellow Time (s)             |              |          |            | 4.0    |            |        |     |          |     | 4.0      | 4.0     | 4.0   |
| All-Red Time (s)            |              |          |            | 2.0    |            |        |     |          |     | 2.0      | 2.0     | 2.0   |
| Lost Time Adjust (s)        |              |          |            |        |            |        |     |          |     |          | 0.0     | 0.0   |
| Total Lost Time (s)         |              |          |            |        |            |        |     |          |     |          | 6.0     | 6.0   |
| Lead/Lag                    |              |          |            | Lag    |            |        |     |          |     | Lead     | Lead    | Lead  |
| Lead-Lag Optimize?          |              |          |            | Yes    |            |        |     |          |     | Yes      | Yes     | Yes   |
| Vehicle Extension (s)       |              |          |            | 1.0    |            |        |     |          |     | 2.0      | 2.0     | 2.0   |
| Recall Mode                 |              |          |            | None   |            |        |     |          |     | Min      | Min     | Min   |
| Walk Time (s)               |              |          |            |        |            |        |     |          |     | 7.0      | 7.0     | 7.0   |
| Flash Dont Walk (s)         |              |          |            |        |            |        |     |          |     | 18.0     | 18.0    | 18.0  |
| Pedestrian Calls (#/hr)     |              |          |            |        |            |        |     |          |     | 0        | 0       | 0     |
| Act Effct Green (s)         |              | 40.1     |            |        | 116.1      |        |     |          |     |          | 19.9    | 19.9  |
| Actuated g/C Ratio          |              | 0.27     |            |        | 0.78       |        |     |          |     |          | 0.13    | 0.13  |
| v/c Ratio                   |              | 0.30     |            |        | 0.23       |        |     |          |     |          | 0.77    | 0.78  |
| Control Delay               |              | 45.4     |            |        | 4.9        |        |     |          |     |          | 85.1    | 87.1  |
| Queue Delay                 |              | 0.1      |            |        | 0.3        |        |     |          |     |          | 0.0     | 0.0   |
| Total Delay                 |              | 45.4     |            |        | 5.2        |        |     |          |     |          | 85.1    | 87.1  |
| LOS                         |              | D        |            |        | Α          |        |     |          |     |          | F       | F     |
| Approach Delay              |              | 45.4     |            |        | 5.2        |        |     |          |     |          | 86.1    |       |
| Approach LOS                |              | D        |            |        | Α          |        |     |          |     |          | F       |       |
| Intersection Summary        |              |          |            |        |            |        |     |          |     |          |         |       |
| Area Type:                  | Other        |          |            |        |            |        |     |          |     |          |         |       |
| Cycle Length: 148           |              |          |            |        |            |        |     |          |     |          |         |       |
| Actuated Cycle Length: 14   | 18           |          |            |        |            |        |     |          |     |          |         |       |
| Offset: 95 (64%), Reference | ced to phase | 6:WBTL,  | Start of \ | ellow/ |            |        |     |          |     |          |         |       |
| Natural Cycle: 115          |              |          |            |        |            |        |     |          |     |          |         |       |
| Control Type: Actuated-Co   | oordinated   |          |            |        |            |        |     |          |     |          |         |       |
| Maximum v/c Ratio: 0.97     |              |          |            |        |            |        |     |          |     |          |         |       |
| Intersection Signal Delay:  | 38.0         |          |            | In     | tersection | LOS: D |     |          |     |          |         |       |

Splits and Phases: 2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.

Intersection Capacity Utilization 46.7%

Analysis Period (min) 15



ICU Level of Service A

| Lane Group              | Ø2   | Ø3   | Ø4   | Ø6    | Ø8   |
|-------------------------|------|------|------|-------|------|
| Protected Phases        | 2    | 3    | 4    | 6     | 8    |
| Permitted Phases        |      |      |      |       |      |
| Detector Phase          |      |      |      |       |      |
| Switch Phase            |      |      |      |       |      |
| Minimum Initial (s)     | 10.0 | 5.0  | 4.0  | 10.0  | 4.0  |
| Minimum Split (s)       | 39.0 | 22.0 | 20.0 | 29.0  | 20.0 |
| Total Split (s)         | 66.0 | 36.0 | 20.0 | 66.0  | 20.0 |
| Total Split (%)         | 45%  | 24%  | 14%  | 45%   | 14%  |
| Maximum Green (s)       | 60.0 | 30.0 | 15.0 | 60.0  | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |
| Total Lost Time (s)     |      |      |      |       |      |
| Lead/Lag                | Lead | Lead | Lag  |       | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  |
| Vehicle Extension (s)   | 3.0  | 2.0  | 3.0  | 2.0   | 3.0  |
| Recall Mode             | Min  | None | None | C-Max | None |
| Walk Time (s)           | 7.0  |      |      | 7.0   |      |
| Flash Dont Walk (s)     | 26.0 |      |      | 16.0  |      |
| Pedestrian Calls (#/hr) | 0    |      |      | 0     |      |
| Act Effct Green (s)     |      |      |      |       |      |
| Actuated g/C Ratio      |      |      |      |       |      |
| v/c Ratio               |      |      |      |       |      |
| Control Delay           |      |      |      |       |      |
| Queue Delay             |      |      |      |       |      |
| Total Delay             |      |      |      |       |      |
| LOS                     |      |      |      |       |      |
| Approach Delay          |      |      |      |       |      |
| Approach LOS            |      |      |      |       |      |
| Intersection Summary    |      |      |      |       |      |
| ,                       |      |      |      |       |      |

|                            | ۶     | <b>→</b> | •     | •     | <b>←</b> | •     | 4     | <b>†</b> | ~     | <b>/</b> | ţ     |       |
|----------------------------|-------|----------|-------|-------|----------|-------|-------|----------|-------|----------|-------|-------|
| Lane Group                 | EBL   | EBT      | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR   | SBL      | SBT   | SBR   |
| Lane Configurations        |       | ۔}       |       |       | 4îb      |       |       | 4        |       |          | 4     |       |
| Traffic Volume (vph)       | 0     | 128      | 60    | 48    | 332      | 0     | 127   | 0        | 136   | 0        | 0     | 0     |
| Future Volume (vph)        | 0     | 128      | 60    | 48    | 332      | 0     | 127   | 0        | 136   | 0        | 0     | 0     |
| Ideal Flow (vphpl)         | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900     | 1900  | 1900  |
| Lane Width (ft)            | 12    | 11       | 12    | 12    | 11       | 12    | 12    | 12       | 12    | 12       | 12    | 12    |
| Lane Util. Factor          | 0.95  | 0.95     | 0.95  | 0.95  | 0.95     | 0.95  | 1.00  | 1.00     | 1.00  | 1.00     | 1.00  | 1.00  |
| Frt                        |       | 0.952    |       |       |          |       |       | 0.930    |       |          |       |       |
| Flt Protected              |       |          |       |       | 0.994    |       |       | 0.976    |       |          |       |       |
| Satd. Flow (prot)          | 0     | 3164     | 0     | 0     | 3304     | 0     | 0     | 1642     | 0     | 0        | 1863  | 0     |
| Flt Permitted              |       |          |       |       | 0.878    |       |       | 0.846    |       |          |       |       |
| Satd. Flow (perm)          | 0     | 3164     | 0     | 0     | 2918     | 0     | 0     | 1424     | 0     | 0        | 1863  | 0     |
| Right Turn on Red          |       |          | Yes   |       |          | Yes   |       |          | No    |          |       | Yes   |
| Satd. Flow (RTOR)          |       | 67       |       |       |          |       |       |          |       |          |       |       |
| Link Speed (mph)           |       | 30       |       |       | 30       |       |       | 30       |       |          | 30    |       |
| Link Distance (ft)         |       | 412      |       |       | 477      |       |       | 589      |       |          | 82    |       |
| Travel Time (s)            |       | 9.4      |       |       | 10.8     |       |       | 13.4     |       |          | 1.9   |       |
| Peak Hour Factor           | 0.89  | 0.89     | 0.89  | 0.90  | 0.90     | 0.90  | 0.95  | 0.95     | 0.95  | 0.92     | 0.92  | 0.92  |
| Heavy Vehicles (%)         | 2%    | 5%       | 5%    | 5%    | 5%       | 2%    | 5%    | 2%       | 5%    | 2%       | 2%    | 2%    |
| Adj. Flow (vph)            | 0     | 144      | 67    | 53    | 369      | 0     | 134   | 0        | 143   | 0        | 0     | 0     |
| Shared Lane Traffic (%)    |       |          |       |       |          |       |       |          |       |          |       |       |
| Lane Group Flow (vph)      | 0     | 211      | 0     | 0     | 422      | 0     | 0     | 277      | 0     | 0        | 0     | 0     |
| Enter Blocked Intersection | No    | No       | No    | No    | No       | No    | No    | No       | No    | No       | No    | No    |
| Lane Alignment             | Left  | Left     | Right | Left  | Left     | Right | Left  | Left     | Right | Left     | Left  | Right |
| Median Width(ft)           |       | 0        |       |       | 0        |       |       | 0        |       |          | 0     |       |
| Link Offset(ft)            |       | 0        |       |       | 0        |       |       | 0        |       |          | 0     |       |
| Crosswalk Width(ft)        |       | 16       |       |       | 16       |       |       | 16       |       |          | 16    |       |
| Two way Left Turn Lane     |       |          |       |       |          |       |       |          |       |          |       |       |
| Headway Factor             | 1.00  | 1.04     | 1.00  | 1.00  | 1.04     | 1.00  | 1.00  | 1.00     | 1.00  | 1.00     | 1.00  | 1.00  |
| Turning Speed (mph)        | 15    |          | 9     | 15    |          | 9     | 15    |          | 9     | 15       |       | 9     |
| Number of Detectors        | 1     | 2        |       | 1     | 2        |       | 1     | 2        |       | 1        | 2     |       |
| Detector Template          | Left  | Thru     |       | Left  | Thru     |       | Left  | Thru     |       | Left     | Thru  |       |
| Leading Detector (ft)      | 20    | 100      |       | 20    | 100      |       | 20    | 100      |       | 20       | 100   |       |
| Trailing Detector (ft)     | 0     | 0        |       | 0     | 0        |       | 0     | 0        |       | 0        | 0     |       |
| Detector 1 Position(ft)    | 0     | 0        |       | 0     | 0        |       | 0     | 0        |       | 0        | 0     |       |
| Detector 1 Size(ft)        | 20    | 6        |       | 20    | 6        |       | 20    | 6        |       | 20       | 6     |       |
| Detector 1 Type            | CI+Ex | CI+Ex    |       | CI+Ex | CI+Ex    |       | CI+Ex | Cl+Ex    |       | CI+Ex    | CI+Ex |       |
| Detector 1 Channel         |       |          |       |       |          |       |       |          |       |          |       |       |
| Detector 1 Extend (s)      | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0      | 0.0   |       |
| Detector 1 Queue (s)       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0      | 0.0   |       |
| Detector 1 Delay (s)       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0      | 0.0   |       |
| Detector 2 Position(ft)    |       | 94       |       |       | 94       |       |       | 94       |       |          | 94    |       |
| Detector 2 Size(ft)        |       | 6        |       |       | 6        |       |       | 6        |       |          | 6     |       |
| Detector 2 Type            |       | CI+Ex    |       |       | CI+Ex    |       |       | Cl+Ex    |       |          | CI+Ex |       |
| Detector 2 Channel         |       |          |       |       |          |       |       |          |       |          |       |       |
| Detector 2 Extend (s)      |       | 0.0      |       |       | 0.0      |       |       | 0.0      |       |          | 0.0   |       |
| Turn Type                  |       | NA       |       | Perm  | NA       |       | Perm  | NA       |       |          |       |       |
| Protected Phases           |       | 124      |       |       | 4 6      |       |       | 3        |       |          | 3     |       |
| Permitted Phases           | 124   |          |       | 4 6   |          |       | 3     |          |       | 3        |       |       |
| Detector Phase             | 124   | 124      |       | 4 6   | 4 6      |       | 3     | 3        |       | 3        | 3     |       |

| Lane Group                      | Ø1 | Ø2 | Ø4 | Ø6 | Ø7 | Ø8 |
|---------------------------------|----|----|----|----|----|----|
| Lane Configurations             |    |    |    |    |    |    |
| Traffic Volume (vph)            |    |    |    |    |    |    |
| Future Volume (vph)             |    |    |    |    |    |    |
| Ideal Flow (vphpl)              |    |    |    |    |    |    |
| Lane Width (ft)                 |    |    |    |    |    |    |
| Lane Util. Factor               |    |    |    |    |    |    |
| Frt                             |    |    |    |    |    |    |
| Flt Protected                   |    |    |    |    |    |    |
|                                 |    |    |    |    |    |    |
| Satd. Flow (prot) FIt Permitted |    |    |    |    |    |    |
|                                 |    |    |    |    |    |    |
| Satd. Flow (perm)               |    |    |    |    |    |    |
| Right Turn on Red               |    |    |    |    |    |    |
| Satd. Flow (RTOR)               |    |    |    |    |    |    |
| Link Speed (mph)                |    |    |    |    |    |    |
| Link Distance (ft)              |    |    |    |    |    |    |
| Travel Time (s)                 |    |    |    |    |    |    |
| Peak Hour Factor                |    |    |    |    |    |    |
| Heavy Vehicles (%)              |    |    |    |    |    |    |
| Adj. Flow (vph)                 |    |    |    |    |    |    |
| Shared Lane Traffic (%)         |    |    |    |    |    |    |
| Lane Group Flow (vph)           |    |    |    |    |    |    |
| Enter Blocked Intersection      |    |    |    |    |    |    |
| Lane Alignment                  |    |    |    |    |    |    |
| Median Width(ft)                |    |    |    |    |    |    |
| Link Offset(ft)                 |    |    |    |    |    |    |
| Crosswalk Width(ft)             |    |    |    |    |    |    |
| Two way Left Turn Lane          |    |    |    |    |    |    |
| Headway Factor                  |    |    |    |    |    |    |
| Turning Speed (mph)             |    |    |    |    |    |    |
| Number of Detectors             |    |    |    |    |    |    |
| Detector Template               |    |    |    |    |    |    |
| Leading Detector (ft)           |    |    |    |    |    |    |
| Trailing Detector (ft)          |    |    |    |    |    |    |
| Detector 1 Position(ft)         |    |    |    |    |    |    |
| Detector 1 Size(ft)             |    |    |    |    |    |    |
| Detector 1 Type                 |    |    |    |    |    |    |
| Detector 1 Channel              |    |    |    |    |    |    |
| Detector 1 Extend (s)           |    |    |    |    |    |    |
| Detector 1 Queue (s)            |    |    |    |    |    |    |
| Detector 1 Delay (s)            |    |    |    |    |    |    |
| Detector 2 Position(ft)         |    |    |    |    |    |    |
| Detector 2 Size(ft)             |    |    |    |    |    |    |
| Detector 2 Type                 |    |    |    |    |    |    |
| Detector 2 Channel              |    |    |    |    |    |    |
| Detector 2 Extend (s)           |    |    |    |    |    |    |
| Turn Type                       |    |    |    |    |    |    |
| Protected Phases                | 1  | 2  | 4  | 6  | 7  | 8  |
| Permitted Phases                |    |    |    |    |    |    |
| Detector Phase                  |    |    |    |    |    |    |
|                                 |    |    |    |    |    |    |

|                                | ۶          | <b>→</b>   | $\rightarrow$ | •         | <b>←</b>    | •          | 4          | <b>†</b> | /   | <b>&gt;</b> | ļ           | 1   |
|--------------------------------|------------|------------|---------------|-----------|-------------|------------|------------|----------|-----|-------------|-------------|-----|
| Lane Group                     | EBL        | EBT        | EBR           | WBL       | WBT         | WBR        | NBL        | NBT      | NBR | SBL         | SBT         | SBF |
| Switch Phase                   |            |            |               |           |             |            |            |          |     |             |             |     |
| Minimum Initial (s)            |            |            |               |           |             |            | 5.0        | 5.0      |     | 5.0         | 5.0         |     |
| Minimum Split (s)              |            |            |               |           |             |            | 22.0       | 22.0     |     | 22.0        | 22.0        |     |
| Total Split (s)                |            |            |               |           |             |            | 36.0       | 36.0     |     | 36.0        | 36.0        |     |
| Total Split (%)                |            |            |               |           |             |            | 24.3%      | 24.3%    |     | 24.3%       | 24.3%       |     |
| Maximum Green (s)              |            |            |               |           |             |            | 30.0       | 30.0     |     | 30.0        | 30.0        |     |
| Yellow Time (s)                |            |            |               |           |             |            | 4.0        | 4.0      |     | 4.0         | 4.0         |     |
| All-Red Time (s)               |            |            |               |           |             |            | 2.0        | 2.0      |     | 2.0         | 2.0         |     |
| Lost Time Adjust (s)           |            |            |               |           |             |            |            | 0.0      |     |             | 0.0         |     |
| Total Lost Time (s)            |            |            |               |           |             |            |            | 6.0      |     |             | 6.0         |     |
| Lead/Lag                       |            |            |               |           |             |            | Lead       | Lead     |     | Lead        | Lead        |     |
| Lead-Lag Optimize?             |            |            |               |           |             |            | Yes        | Yes      |     | Yes         | Yes         |     |
| Vehicle Extension (s)          |            |            |               |           |             |            | 2.0        | 2.0      |     | 2.0         | 2.0         |     |
| Recall Mode                    |            |            |               |           |             |            | None       | None     |     | None        | None        |     |
| Walk Time (s)                  |            |            |               |           |             |            |            |          |     |             |             |     |
| Flash Dont Walk (s)            |            |            |               |           |             |            |            |          |     |             |             |     |
| Pedestrian Calls (#/hr)        |            |            |               |           |             |            |            |          |     |             |             |     |
| Act Effct Green (s)            |            | 106.3      |               |           | 107.3       |            |            | 29.7     |     |             |             |     |
| Actuated g/C Ratio             |            | 0.72       |               |           | 0.72        |            |            | 0.20     |     |             |             |     |
| v/c Ratio                      |            | 0.09       |               |           | 0.20        |            |            | 0.97     |     |             |             |     |
| Control Delay                  |            | 5.8        |               |           | 6.8         |            |            | 104.4    |     |             |             |     |
| Queue Delay                    |            | 0.0        |               |           | 0.0         |            |            | 0.0      |     |             |             |     |
| Total Delay                    |            | 5.8        |               |           | 6.8         |            |            | 104.4    |     |             |             |     |
| LOS                            |            | Α          |               |           | Α           |            |            | F        |     |             |             |     |
| Approach Delay                 |            | 5.8        |               |           | 6.8         |            |            | 104.4    |     |             |             |     |
| Approach LOS                   |            | Α          |               |           | Α           |            |            | F        |     |             |             |     |
| Intersection Summary           |            |            |               |           |             |            |            |          |     |             |             |     |
| Area Type:                     | Other      |            |               |           |             |            |            |          |     |             |             |     |
| Cycle Length: 148              |            |            |               |           |             |            |            |          |     |             |             |     |
| Actuated Cycle Length: 148     |            |            |               |           |             |            |            |          |     |             |             |     |
| Offset: 95 (64%), Reference    | d to phase | 6:WBTL,    | Start of \    | ellow/    |             |            |            |          |     |             |             |     |
| Natural Cycle: 115             |            |            |               |           |             |            |            |          |     |             |             |     |
| Control Type: Actuated-Cook    | rdinated   |            |               |           |             |            |            |          |     |             |             |     |
| Maximum v/c Ratio: 0.97        |            |            |               |           |             |            |            |          |     |             |             |     |
| Intersection Signal Delay: 36  | 5.3        |            |               | In        | itersection | LOS: D     |            |          |     |             |             |     |
| Intersection Capacity Utilizat | ion 45.6%  |            |               | IC        | CU Level    | of Service | A A        |          |     |             |             |     |
| Analysis Period (min) 15       |            |            |               |           |             |            |            |          |     |             |             |     |
| Splits and Phases: 3: Rt. 9    | 9/9A NB Ra | amps/Driv  | ewav & (      | Croton Po | int Ave.    |            |            |          |     |             |             |     |
| #2 #3                          |            | F 21 = 111 | : j =/ ·      |           | #3          |            | #3         |          |     | #           | #3          |     |
| <b>→</b> ♣ø2                   |            |            |               | 4         |             |            | <b>₩</b> ø | 3        |     |             | <b>₩</b> Ø4 |     |
| 66 s                           |            |            |               | 26 s      |             |            | 36 s       | J        |     |             | 0 s         |     |
| -                              |            |            |               | 20 3      |             |            | #2         |          |     |             | ‡2          |     |

| Lane Group              | Ø1   | Ø2   | Ø4   | Ø6    | Ø7   | Ø8   |
|-------------------------|------|------|------|-------|------|------|
| Switch Phase            |      |      |      |       |      |      |
| Minimum Initial (s)     | 5.0  | 10.0 | 4.0  | 10.0  | 5.0  | 4.0  |
| Minimum Split (s)       | 22.0 | 39.0 | 20.0 | 29.0  | 31.0 | 20.0 |
| Total Split (s)         | 26.0 | 66.0 | 20.0 | 66.0  | 36.0 | 20.0 |
| Total Split (%)         | 18%  | 45%  | 14%  | 45%   | 24%  | 14%  |
| Maximum Green (s)       | 20.0 | 60.0 | 15.0 | 60.0  | 30.0 | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 4.0  | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 2.0  | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |      |
| Total Lost Time (s)     |      |      |      |       |      |      |
| Lead/Lag                | Lag  | Lead | Lag  |       | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  | Yes  |
| Vehicle Extension (s)   | 1.0  | 3.0  | 3.0  | 2.0   | 2.0  | 3.0  |
| Recall Mode             | None | Min  | None | C-Max | Min  | None |
| Walk Time (s)           |      | 7.0  |      | 7.0   | 7.0  |      |
| Flash Dont Walk (s)     |      | 26.0 |      | 16.0  | 18.0 |      |
| Pedestrian Calls (#/hr) |      | 0    |      | 0     | 0    |      |
| Act Effct Green (s)     |      |      |      |       |      |      |
| Actuated g/C Ratio      |      |      |      |       |      |      |
| v/c Ratio               |      |      |      |       |      |      |
| Control Delay           |      |      |      |       |      |      |
| Queue Delay             |      |      |      |       |      |      |
| Total Delay             |      |      |      |       |      |      |
| LOS                     |      |      |      |       |      |      |
| Approach Delay          |      |      |      |       |      |      |
| Approach LOS            |      |      |      |       |      |      |
| Intersection Summary    |      |      |      |       |      |      |

|                            | ۶      | $\rightarrow$ | 4                                       | <b>†</b> | ļ        | 4     |
|----------------------------|--------|---------------|---|----------|----------|-------|
| Lane Group                 | EBL    | EBR           | NBL                                     | NBT      | SBT      | SBR   |
| Lane Configurations        | 26.264 |               | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 41       | <u> </u> | 7     |
| Traffic Volume (vph)       | 156    | 108           | 48                                      | 41       | 44       | 332   |
| Future Volume (vph)        | 156    | 108           | 48                                      | 41       | 44       | 332   |
| Ideal Flow (vphpl)         | 1900   | 1900          | 1900                                    | 1900     | 1900     | 1900  |
| Lane Width (ft)            | 11     | 11            | 10                                      | 10       | 10       | 10    |
| Lane Util. Factor          | 0.97   | 0.95          | 0.95                                    | 0.95     | 1.00     | 1.00  |
| Frt                        | 0.938  | 0.00          | 0.00                                    | 0.00     | 1.00     | 0.850 |
| Flt Protected              | 0.971  |               |   | 0.974    |          | 3.303 |
| Satd. Flow (prot)          | 3091   | 0             | 0                                       | 3125     | 1689     | 1436  |
| Flt Permitted              | 0.971  |               | <u> </u>                                | 0.826    | 1303     | 1 100 |
| Satd. Flow (perm)          | 3091   | 0             | 0                                       | 2651     | 1689     | 1436  |
| Right Turn on Red          | JUJ 1  | Yes           | U                                       | 2001     | 1000     | Yes   |
| Satd. Flow (RTOR)          | 123    | 163           |   |          |          | 163   |
| Link Speed (mph)           | 30     |               |   | 30       | 30       |       |
|                            |        |               |   | 366      |          |       |
| Link Distance (ft)         | 477    |               |   |          | 519      |       |
| Travel Time (s)            | 10.8   | 0.00          | 0.07                                    | 8.3      | 11.8     | 0.00  |
| Peak Hour Factor           | 0.88   | 0.88          | 0.97                                    | 0.97     | 0.90     | 0.90  |
| Heavy Vehicles (%)         | 5%     | 5%            | 5%                                      | 5%       | 5%       | 5%    |
| Adj. Flow (vph)            | 177    | 123           | 49                                      | 42       | 49       | 369   |
| Shared Lane Traffic (%)    |        |               |   |          |          |       |
| Lane Group Flow (vph)      | 300    | 0             | 0                                       | 91       | 49       | 369   |
| Enter Blocked Intersection | No     | No            | No                                      | No       | No       | No    |
| Lane Alignment             | Left   | Right         | Left                                    | Left     | Left     | Right |
| Median Width(ft)           | 22     |               |   | 0        | 0        |       |
| Link Offset(ft)            | 0      |               |   | 0        | 0        |       |
| Crosswalk Width(ft)        | 16     |               |   | 16       | 16       |       |
| Two way Left Turn Lane     |        |               |   |          |          |       |
| Headway Factor             | 1.04   | 1.04          | 1.09                                    | 1.09     | 1.09     | 1.09  |
| Turning Speed (mph)        | 15     | 9             | 15                                      |          |          | 9     |
| Turn Type                  | Prot   |               | Perm                                    | NA       | NA       | pm+ov |
| Protected Phases           | 4      |               |   | 2        | 6        | 4     |
| Permitted Phases           |        |               | 2                                       |          |          | 6     |
| Minimum Split (s)          | 31.0   |               | 36.0                                    | 36.0     | 36.0     | 31.0  |
| Total Split (s)            | 31.0   |               | 36.0                                    | 36.0     | 36.0     | 31.0  |
| Total Split (%)            | 46.3%  |               | 53.7%                                   | 53.7%    | 53.7%    | 46.3% |
| Maximum Green (s)          | 25.0   |               | 30.0                                    | 30.0     | 30.0     | 25.0  |
| Yellow Time (s)            | 4.0    |               | 4.0                                     | 4.0      | 4.0      | 4.0   |
|                            | 2.0    |               | 2.0                                     | 2.0      | 2.0      | 2.0   |
| All-Red Time (s)           |        |               | 2.0                                     |          |          |       |
| Lost Time Adjust (s)       | 0.0    |               |   | 0.0      | 0.0      | 0.0   |
| Total Lost Time (s)        | 6.0    |               |   | 6.0      | 6.0      | 6.0   |
| Lead/Lag                   |        |               |   |          |          |       |
| Lead-Lag Optimize?         |        |               |   |          |          |       |
| Walk Time (s)              | 7.0    |               | 7.0                                     | 7.0      | 7.0      | 7.0   |
| Flash Dont Walk (s)        | 18.0   |               | 23.0                                    | 23.0     | 23.0     | 18.0  |
| Pedestrian Calls (#/hr)    | 0      |               | 0                                       | 0        | 0        | 0     |
| Act Effct Green (s)        | 25.0   |               |   | 30.0     | 30.0     | 67.0  |
| Actuated g/C Ratio         | 0.37   |               |   | 0.45     | 0.45     | 1.00  |
| v/c Ratio                  | 0.24   |               |   | 0.08     | 0.06     | 0.26  |
| Control Delay              | 8.9    |               |   | 10.9     | 10.9     | 0.4   |
|                            |        |               |   | . 0.0    | . 0.0    | U. 1  |

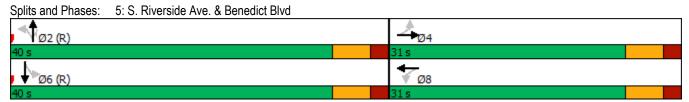
|                              | •                 | *        | 1          | †           | <del> </del> | 4           |
|------------------------------|-------------------|----------|------------|-------------|--------------|-------------|
| Lane Group                   | EBL               | EBR      | NBL        | NBT         | SBT          | SBR         |
| Queue Delay                  | 0.0               |          |            | 0.0         | 0.0          | 0.0         |
| Total Delay                  | 8.9               |          |            | 10.9        | 10.9         | 0.4         |
| LOS                          | А                 |          |            | В           | В            | Α           |
| Approach Delay               | 8.9               |          |            | 10.9        | 1.7          |             |
| Approach LOS                 | А                 |          |            | В           | Α            |             |
| Intersection Summary         |                   |          |            |             |              |             |
| Area Type:                   | Other             |          |            |             |              |             |
| Cycle Length: 67             |                   |          |            |             |              |             |
| <b>Actuated Cycle Length</b> | : 67              |          |            |             |              |             |
| Offset: 0 (0%), Referen      | iced to phase 2:N | IBTL and | d 6:SBT, S | Start of Gr | een          |             |
| Natural Cycle: 70            |                   |          |            |             |              |             |
| Control Type: Pretimed       |                   |          |            |             |              |             |
| Maximum v/c Ratio: 0.2       | 26                |          |            |             |              |             |
| Intersection Signal Del      |                   |          |            | Int         | ersection    | LOS: A      |
| Intersection Capacity U      | Itilization 33.9% |          |            | IC          | U Level o    | f Service A |
| Analysis Period (min) 1      | 5                 |          |            |             |              |             |

Splits and Phases: 4: S. Riverside Ave. & Croton Point Ave.



|                            | ۶      | <b>→</b> | •     | •      | <b>←</b> | 4     | •      | †     | <i>&gt;</i> | <b>/</b> | <b>↓</b> | -√    |
|----------------------------|--------|----------|-------|--------|----------|-------|--------|-------|-------------|----------|----------|-------|
| Lane Group                 | EBL    | EBT      | EBR   | WBL    | WBT      | WBR   | NBL    | NBT   | NBR         | SBL      | SBT      | SBR   |
| Lane Configurations        |        | 4        |       |        | 4        |       |        | 4     | 7           |          | 4        |       |
| Traffic Volume (vph)       | 18     | 160      | 16    | 10     | 157      | 53    | 12     | 162   | 23          | 127      | 350      | 37    |
| Future Volume (vph)        | 18     | 160      | 16    | 10     | 157      | 53    | 12     | 162   | 23          | 127      | 350      | 37    |
| Ideal Flow (vphpl)         | 1900   | 1900     | 1900  | 1900   | 1900     | 1900  | 1900   | 1900  | 1900        | 1900     | 1900     | 1900  |
| Lane Width (ft)            | 12     | 16       | 12    | 12     | 16       | 12    | 12     | 10    | 9           | 12       | 12       | 12    |
| Lane Util. Factor          | 1.00   | 1.00     | 1.00  | 1.00   | 1.00     | 1.00  | 1.00   | 1.00  | 1.00        | 1.00     | 1.00     | 1.00  |
| Frt                        |        | 0.989    |       |        | 0.967    |       |        |       | 0.850       |          | 0.990    |       |
| Flt Protected              |        | 0.995    |       |        | 0.998    |       |        | 0.997 |             |          | 0.988    |       |
| Satd. Flow (prot)          | 0      | 2077     | 0     | 0      | 2029     | 0     | 0      | 1733  | 1425        | 0        | 1822     | 0     |
| Flt Permitted              | -      | 0.957    |       |        | 0.984    | -     | -      | 0.954 |             |          | 0.851    |       |
| Satd. Flow (perm)          | 0      | 1998     | 0     | 0      | 2001     | 0     | 0      | 1659  | 1425        | 0        | 1569     | 0     |
| Right Turn on Red          |        |          | Yes   |        |          | Yes   |        |       | Yes         | •        |          | Yes   |
| Satd. Flow (RTOR)          |        | 7        | 100   |        | 25       | . 00  |        |       | 46          |          | 8        | . 00  |
| Link Speed (mph)           |        | 30       |       |        | 30       |       |        | 30    | 10          |          | 30       |       |
| Link Distance (ft)         |        | 274      |       |        | 342      |       |        | 519   |             |          | 365      |       |
| Travel Time (s)            |        | 6.2      |       |        | 7.8      |       |        | 11.8  |             |          | 8.3      |       |
| Peak Hour Factor           | 0.95   | 0.95     | 0.95  | 0.82   | 0.82     | 0.82  | 0.83   | 0.83  | 0.83        | 0.86     | 0.86     | 0.86  |
| Bus Blockages (#/hr)       | 0.55   | 0.55     | 0.33  | 1      | 1        | 1     | 0.00   | 0.00  | 0.00        | 0.00     | 0.00     | 0.00  |
| Adj. Flow (vph)            | 19     | 168      | 17    | 12     | 191      | 65    | 14     | 195   | 28          | 148      | 407      | 43    |
| Shared Lane Traffic (%)    | 13     | 100      | 17    | 12     | 191      | 03    | 14     | 133   | 20          | 140      | 407      | 40    |
| Lane Group Flow (vph)      | 0      | 204      | 0     | 0      | 268      | 0     | 0      | 209   | 28          | 0        | 598      | 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     |       |
| Median Width(ft)           | Leit   | 12       | Rigit | Leit   | 12       | Rigit | Leit   | 0     | Rigiti      | Leit     | 0        | Right |
| Link Offset(ft)            |        | 0        |       |        | 0        |       |        | 0     |             |          | 0        |       |
| Crosswalk Width(ft)        |        | 16       |       |        | 16       |       |        | 16    |             |          | 16       |       |
| Two way Left Turn Lane     |        | 10       |       |        | 10       |       |        | 10    |             |          | 10       |       |
| Headway Factor             | 1.00   | 0.85     | 1.00  | 1.00   | 0.85     | 1.00  | 1.00   | 1.09  | 1.14        | 1.00     | 1.00     | 1.00  |
| Turning Speed (mph)        | 1.00   | 0.00     | 1.00  | 1.00   | 0.00     | 9     | 1.00   | 1.09  | 9           | 1.00     | 1.00     | 9     |
| • • • • •                  | Perm   | NA       | 9     | Perm   | NA       | 9     | Perm   | NA    | Perm        | Perm     | NA       | 9     |
| Turn Type Protected Phases | reiiii | 4        |       | Pellii | 8        |       | reiiii | 2     | Pellii      | Pellii   | 6        |       |
|                            | 1      | 4        |       | 0      | 0        |       | 2      |       | 2           | e        | 0        |       |
| Permitted Phases           | 4      | 24.0     |       | 8      | 24.0     |       |        | 40.0  |             | 6        | 40.0     |       |
| Minimum Split (s)          | 31.0   | 31.0     |       | 31.0   | 31.0     |       | 40.0   | 40.0  | 40.0        | 40.0     | 40.0     |       |
| Total Split (s)            | 31.0   | 31.0     |       | 31.0   | 31.0     |       | 40.0   | 40.0  | 40.0        | 40.0     | 40.0     |       |
| Total Split (%)            | 43.7%  | 43.7%    |       | 43.7%  | 43.7%    |       | 56.3%  | 56.3% | 56.3%       | 56.3%    | 56.3%    |       |
| Maximum Green (s)          | 25.0   | 25.0     |       | 25.0   | 25.0     |       | 34.0   | 34.0  | 34.0        | 34.0     | 34.0     |       |
| 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      |       |
| Total Lost Time (s)        |        | 6.0      |       |        | 6.0      |       |        | 6.0   | 6.0         |          | 6.0      |       |
| Lead/Lag                   |        |          |       |        |          |       |        |       |             |          |          |       |
| Lead-Lag Optimize?         |        |          |       |        |          |       |        |       |             |          |          |       |
| Walk Time (s)              | 7.0    | 7.0      |       | 7.0    | 7.0      |       | 7.0    | 7.0   | 7.0         | 7.0      | 7.0      |       |
| Flash Dont Walk (s)        | 18.0   | 18.0     |       | 18.0   | 18.0     |       | 27.0   | 27.0  | 27.0        | 27.0     | 27.0     |       |
| Pedestrian Calls (#/hr)    | 0      | 0        |       | 0      | 0        |       | 0      | 0     | 0           | 0        | 0        |       |
| Act Effct Green (s)        |        | 25.0     |       |        | 25.0     |       |        | 34.0  | 34.0        |          | 34.0     |       |
| Actuated g/C Ratio         |        | 0.35     |       |        | 0.35     |       |        | 0.48  | 0.48        |          | 0.48     |       |
| v/c Ratio                  |        | 0.29     |       |        | 0.37     |       |        | 0.26  | 0.04        |          | 0.79     |       |
| Control Delay              |        | 17.4     |       |        | 17.3     |       |        | 12.2  | 2.1         |          | 25.1     |       |

|                              | ۶             | <b>→</b> | •         | •          | <b>←</b>   | •          | 1   | <b>†</b> | <b>/</b> | <b>/</b> | <b>↓</b> | 4   |
|------------------------------|---------------|----------|-----------|------------|------------|------------|-----|----------|----------|----------|----------|-----|
| Lane Group                   | EBL           | EBT      | EBR       | WBL        | WBT        | WBR        | NBL | NBT      | NBR      | SBL      | SBT      | SBR |
| Queue Delay                  |               | 0.0      |           |            | 0.0        |            |     | 0.0      | 0.0      |          | 0.0      |     |
| Total Delay                  |               | 17.4     |           |            | 17.3       |            |     | 12.2     | 2.1      |          | 25.1     |     |
| LOS                          |               | В        |           |            | В          |            |     | В        | Α        |          | С        |     |
| Approach Delay               |               | 17.4     |           |            | 17.3       |            |     | 11.0     |          |          | 25.1     |     |
| Approach LOS                 |               | В        |           |            | В          |            |     | В        |          |          | С        |     |
| Intersection Summary         |               |          |           |            |            |            |     |          |          |          |          |     |
| Area Type:                   | Other         |          |           |            |            |            |     |          |          |          |          |     |
| Cycle Length: 71             |               |          |           |            |            |            |     |          |          |          |          |     |
| Actuated Cycle Length: 71    |               |          |           |            |            |            |     |          |          |          |          |     |
| Offset: 0 (0%), Referenced   | d to phase 2: | NBTL and | I 6:SBTL, | Start of 0 | Green      |            |     |          |          |          |          |     |
| Natural Cycle: 75            |               |          |           |            |            |            |     |          |          |          |          |     |
| Control Type: Pretimed       |               |          |           |            |            |            |     |          |          |          |          |     |
| Maximum v/c Ratio: 0.79      |               |          |           |            |            |            |     |          |          |          |          |     |
| Intersection Signal Delay:   | 19.7          |          |           | In         | tersection | LOS: B     |     |          |          |          |          |     |
| Intersection Capacity Utiliz | zation 68.0%  |          |           | IC         | U Level o  | of Service | С   |          |          |          |          |     |
| Analysis Period (min) 15     |               |          |           |            |            |            |     |          |          |          |          |     |



|                            | ۶     | -      | •     | •     | <b>←</b> | •     | •     | <b>†</b> | /       | <b>/</b> | ļ      | 4     |
|----------------------------|-------|--------|-------|-------|----------|-------|-------|----------|---------|----------|--------|-------|
| Lane Group                 | EBL   | EBT    | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR     | SBL      | SBT    | SBR   |
| Lane Configurations        |       | 4      |       | *     | 4        |       |       | 4        | 7       |          | 4      |       |
| Traffic Volume (vph)       | 0     | 125    | 7     | 104   | 93       | 5     | 2     | 0        | 243     | 5        | 0      | 0     |
| Future Volume (vph)        | 0     | 125    | 7     | 104   | 93       | 5     | 2     | 0        | 243     | 5        | 0      | 0     |
| Ideal Flow (vphpl)         | 1900  | 1900   | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900    | 1900     | 1900   | 1900  |
| Lane Width (ft)            | 12    | 13     | 12    | 11    | 11       | 12    | 12    | 10       | 10      | 12       | 15     | 12    |
| Storage Length (ft)        | 0     |        | 0     | 0     |          | 0     | 0     |          | 30      | 0        |        | 0     |
| Storage Lanes              | 0     |        | 0     | 1     |          | 0     | 0     |          | 1       | 0        |        | 0     |
| Taper Length (ft)          | 25    |        |       | 25    |          |       | 25    |          |         | 25       |        |       |
| Lane Util. Factor          | 1.00  | 1.00   | 1.00  | 0.95  | 0.95     | 1.00  | 1.00  | 0.95     | 0.95    | 1.00     | 1.00   | 1.00  |
| Frt                        | 1.00  | 0.993  | 1.00  | 0.00  | 0.994    | 1.00  | 1.00  | 0.852    | 0.850   | 1.00     | 1.00   | 1.00  |
| Flt Protected              |       | 0.000  |       | 0.950 | 0.995    |       |       | 0.999    | 0.000   |          | 0.950  |       |
| Satd. Flow (prot)          | 0     | 1779   | 0     | 1609  | 1583     | 0     | 0     | 1392     | 1390    | 0        | 1947   | 0     |
| Flt Permitted              | U     | 1113   | U     | 0.649 | 0.975    | U     | U     | 0.996    | 1000    | U        | 0.449  | U     |
| Satd. Flow (perm)          | 0     | 1779   | 0     | 1099  | 1551     | 0     | 0     | 1388     | 1390    | 0        | 920    | 0     |
| Right Turn on Red          | U     | 1119   | No    | 1099  | 1551     | Yes   | U     | 1300     | Yes     | U        | 920    | Yes   |
| Satd. Flow (RTOR)          |       |        | INO   |       | 2        | 165   |       | 148      | 148     |          |        | 165   |
| ,                          |       | 30     |       |       | 30       |       |       | 30       | 140     |          | 20     |       |
| Link Speed (mph)           |       |        |       |       |          |       |       |          |         |          | 30     |       |
| Link Distance (ft)         |       | 348    |       |       | 173      |       |       | 172      |         |          | 290    |       |
| Travel Time (s)            | 0.77  | 7.9    | 0.77  | 0.00  | 3.9      | 0.00  | 0.00  | 3.9      | 0.00    | 0.04     | 6.6    | 0.04  |
| Peak Hour Factor           | 0.77  | 0.77   | 0.77  | 0.92  | 0.92     | 0.92  | 0.82  | 0.82     | 0.82    | 0.31     | 0.31   | 0.31  |
| Heavy Vehicles (%)         | 2%    | 10%    | 2%    | 3%    | 10%      | 2%    | 3%    | 3%       | 3%      | 2%       | 2%     | 2%    |
| Adj. Flow (vph)            | 0     | 162    | 9     | 113   | 101      | 5     | 2     | 0        | 296     | 16       | 0      | 0     |
| Shared Lane Traffic (%)    | _     |        |       | 10%   |          |       | _     |          | 50%     | _        |        |       |
| Lane Group Flow (vph)      | 0     | 171    | 0     | 102   | 117      | 0     | 0     | 150      | 148     | 0        | 16     | 0     |
| Enter Blocked Intersection | No    | No     | No    | No    | No       | No    | No    | No       | No      | No       | No     | No    |
| Lane Alignment             | Left  | Left   | Right | Left  | Left     | Right | Left  | Left     | Right   | Left     | Left   | Right |
| Median Width(ft)           |       | 11     |       |       | 11       |       |       | 0        |         |          | 0      |       |
| Link Offset(ft)            |       | 0      |       |       | 0        |       |       | 0        |         |          | 0      |       |
| Crosswalk Width(ft)        |       | 16     |       |       | 16       |       |       | 16       |         |          | 16     |       |
| Two way Left Turn Lane     |       |        |       |       |          |       |       |          |         |          |        |       |
| Headway Factor             | 1.00  | 0.96   | 1.00  | 1.04  | 1.04     | 1.00  | 1.00  | 1.09     | 1.09    | 1.00     | 0.88   | 1.00  |
| Turning Speed (mph)        | 15    |        | 9     | 15    |          | 9     | 15    |          | 9       | 15       |        | 9     |
| Number of Detectors        | 1     | 2      |       | 1     | 2        |       | 1     | 2        | 1       | 1        | 2      |       |
| Detector Template          | Left  | Thru   |       | Left  | Thru     |       | Left  | Thru     | Right   | Left     | Thru   |       |
| Leading Detector (ft)      | 20    | 100    |       | 20    | 100      |       | 20    | 100      | 20      | 20       | 100    |       |
| Trailing Detector (ft)     | 0     | 0      |       | 0     | 0        |       | 0     | 0        | 0       | 0        | 0      |       |
| Detector 1 Position(ft)    | 0     | 0      |       | 0     | 0        |       | 0     | 0        | 0       | 0        | 0      |       |
| Detector 1 Size(ft)        | 20    | 6      |       | 20    | 6        |       | 20    | 6        | 20      | 20       | 6      |       |
| Detector 1 Type            | Cl+Ex | Cl+Ex  |       | CI+Ex | Cl+Ex    |       | CI+Ex | Cl+Ex    | CI+Ex   | Cl+Ex    | CI+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)    | 0.0   | 94     |       | 0.0   | 94       |       | 0.0   | 94       | 0.0     | 0.0      | 94     |       |
| Detector 2 Size(ft)        |       | 6      |       |       | 6        |       |       | 6        |         |          | 6      |       |
| Detector 2 Type            |       | CI+Ex  |       |       | CI+Ex    |       |       | Cl+Ex    |         |          | CI+Ex  |       |
| Detector 2 Channel         |       | OI. LX |       |       | OI. LX   |       |       | OI'LX    |         |          | OI. LX |       |
| Detector 2 Extend (s)      |       | 0.0    |       |       | 0.0      |       |       | 0.0      |         |          | 0.0    |       |
|                            |       | NA     |       | nm±nt | NA       |       | nm±nt | NA       | pm+ov   | nm+nt    | NA     |       |
| Turn Type                  |       | INA    |       | pm+pt | INA      |       | pm+pt | INA      | μιιι+υν | pm+pt    | INA    |       |

|                         | ۶     | -     | $\rightarrow$ | •     | <b>←</b> | •   | 4     | <b>†</b> | <b>/</b> | -     | ţ     | 4   |
|-------------------------|-------|-------|---------------|-------|----------|-----|-------|----------|----------|-------|-------|-----|
| Lane Group              | EBL   | EBT   | EBR           | WBL   | WBT      | WBR | NBL   | NBT      | NBR      | SBL   | SBT   | SBR |
| Protected Phases        |       | 6     |               | 5     | 6        |     | 8     | 7        | 5        | 8     | 7     |     |
| Permitted Phases        | 6     |       |               | 6     |          |     | 7     |          | 7        | 7     |       |     |
| Detector Phase          | 6     | 6     |               | 5     | 6        |     | 8     | 7        | 5        | 8     | 7     |     |
| 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)         | 41.0  | 41.0  |               | 41.0  | 41.0     |     | 41.0  | 41.0     | 41.0     | 41.0  | 41.0  |     |
| Total Split (%)         | 25.0% | 25.0% |               | 25.0% | 25.0%    |     | 25.0% | 25.0%    | 25.0%    | 25.0% | 25.0% |     |
| Maximum Green (s)       | 35.0  | 35.0  |               | 35.0  | 35.0     |     | 35.0  | 35.0     | 35.0     | 35.0  | 35.0  |     |
| Yellow Time (s)         | 4.0   | 4.0   |               | 4.0   | 4.0      |     | 4.0   | 4.0      | 4.0      | 4.0   | 4.0   |     |
| All-Red Time (s)        | 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   | Lag   |               | Lead  | Lag      |     | Lag   | Lead     | 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   | 3.0   |     |
| Recall Mode             | C-Max | C-Max |               | None  | C-Max    |     | None  | None     | None     | None  | None  |     |
| Walk Time (s)           | 7.0   | 7.0   |               | 7.0   | 7.0      |     |       | 7.0      | 7.0      |       | 7.0   |     |
| Flash Dont Walk (s)     | 18.0  | 18.0  |               | 18.0  | 18.0     |     |       | 18.0     | 18.0     |       | 18.0  |     |
| Pedestrian Calls (#/hr) | 0     | 0     |               | 0     | 0        |     |       | 0        | 0        |       | 0     |     |
| Act Effct Green (s)     |       | 130.1 |               | 137.1 | 137.1    |     |       | 8.9      | 21.9     |       | 8.9   |     |
| Actuated g/C Ratio      |       | 0.79  |               | 0.84  | 0.84     |     |       | 0.05     | 0.13     |       | 0.05  |     |
| v/c Ratio               |       | 0.12  |               | 0.11  | 0.09     |     |       | 0.70     | 0.47     |       | 0.33  |     |
| Control Delay           |       | 4.5   |               | 2.0   | 1.9      |     |       | 27.9     | 13.3     |       | 90.0  |     |
| Queue Delay             |       | 0.0   |               | 0.6   | 1.9      |     |       | 0.0      | 0.0      |       | 0.0   |     |
| Total Delay             |       | 4.5   |               | 2.6   | 3.8      |     |       | 27.9     | 13.3     |       | 90.0  |     |
| LOS                     |       | Α     |               | Α     | Α        |     |       | С        | В        |       | F     |     |
| Approach Delay          |       | 4.5   |               |       | 3.3      |     |       | 20.7     |          |       | 90.0  |     |
| Approach LOS            |       | A     |               |       | Α        |     |       | С        |          |       | F     |     |

### Intersection Summary

Area Type: Other

Cycle Length: 164

Actuated Cycle Length: 164

Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 12.9 Intersection LOS: B Intersection Capacity Utilization 36.2% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Parking Lot Driveway & Croton Point Ave.



|                            | ۶    | -          | •     | •        | <b>←</b> | •     | 1    | <b>†</b> | <i>&gt;</i> | <b>/</b>     | ţ      | 1       |
|----------------------------|------|------------|-------|----------|----------|-------|------|----------|-------------|--------------|--------|---------|
| Lane Group                 | EBL  | EBT        | EBR   | WBL      | WBT      | WBR   | NBL  | NBT      | NBR         | SBL          | SBT    | SBR     |
| Lane Configurations        |      | <b>∱</b> } |       |          | 4₽       |       |      |          |             |              | 4      | 7       |
| Traffic Volume (vph)       | 0    | 267        | 106   | 246      | 148      | 0     | 0    | 0        | 0           | 57           | 0      | 54      |
| Future Volume (vph)        | 0    | 267        | 106   | 246      | 148      | 0     | 0    | 0        | 0           | 57           | 0      | 54      |
| Ideal Flow (vphpl)         | 1900 | 1900       | 1900  | 1900     | 1900     | 1900  | 1900 | 1900     | 1900        | 1900         | 1900   | 1900    |
| Lane Width (ft)            | 12   | 11         | 12    | 12       | 11       | 12    | 12   | 12       | 12          | 12           | 12     | 12      |
| Storage Length (ft)        | 0    |            | 0     | 0        |          | 0     | 0    |          | 0           | 0            |        | 200     |
| Storage Lanes              | 0    |            | 0     | 0        |          | 0     | 0    |          | 0           | 0            |        | 1       |
| Taper Length (ft)          | 25   |            |       | 25       |          |       | 25   |          |             | 25           |        |         |
| Lane Util. Factor          | 1.00 | 0.95       | 0.95  | 0.95     | 0.95     | 1.00  | 1.00 | 1.00     | 1.00        | 1.00         | 0.95   | 0.95    |
| Frt                        |      | 0.957      |       |          |          |       |      |          |             |              | 0.987  | 0.850   |
| Flt Protected              |      |            |       |          | 0.970    |       |      |          |             |              | 0.956  |         |
| Satd. Flow (prot)          | 0    | 3036       | 0     | 0        | 3224     | 0     | 0    | 0        | 0           | 0            | 1622   | 1461    |
| Flt Permitted              |      |            |       |          | 0.580    |       |      |          |             |              | 0.956  |         |
| Satd. Flow (perm)          | 0    | 3036       | 0     | 0        | 1928     | 0     | 0    | 0        | 0           | 0            | 1622   | 1461    |
| Right Turn on Red          |      |            | No    |          |          | Yes   |      |          | Yes         |              |        | No      |
| Satd. Flow (RTOR)          |      |            |       |          |          |       |      |          |             |              |        |         |
| Link Speed (mph)           |      | 30         |       |          | 30       |       |      | 30       |             |              | 30     |         |
| Link Distance (ft)         |      | 173        |       |          | 412      |       |      | 431      |             |              | 494    |         |
| Travel Time (s)            |      | 3.9        |       |          | 9.4      |       |      | 9.8      |             |              | 11.2   |         |
| Peak Hour Factor           | 0.88 | 0.88       | 0.88  | 0.87     | 0.87     | 0.87  | 0.92 | 0.92     | 0.92        | 0.90         | 0.90   | 0.90    |
| Heavy Vehicles (%)         | 2%   | 10%        | 10%   | 5%       | 5%       | 2%    | 2%   | 2%       | 2%          | 5%           | 5%     | 5%      |
| Adj. Flow (vph)            | 0    | 303        | 120   | 283      | 170      | 0     | 0    | 0        | 0           | 63           | 0      | 60      |
| Shared Lane Traffic (%)    | -    |            |       |          |          | •     | -    | -        | •           |              |        | 10%     |
| Lane Group Flow (vph)      | 0    | 423        | 0     | 0        | 453      | 0     | 0    | 0        | 0           | 0            | 69     | 54      |
| Enter Blocked Intersection | No   | No         | No    | No       | No       | 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          | g     |          | 0        |       |      | 0        |             |              | 0      | 9       |
| Link Offset(ft)            |      | 0          |       |          | 0        |       |      | 0        |             |              | 0      |         |
| Crosswalk Width(ft)        |      | 16         |       |          | 16       |       |      | 16       |             |              | 16     |         |
| Two way Left Turn Lane     |      |            |       |          |          |       |      |          |             |              |        |         |
| Headway Factor             | 1.00 | 1.04       | 1.00  | 1.00     | 1.04     | 1.00  | 1.00 | 1.00     | 1.00        | 1.00         | 1.00   | 1.00    |
| Turning Speed (mph)        | 15   |            | 9     | 15       |          | 9     | 15   |          | 9           | 15           |        | 9       |
| Number of Detectors        |      | 2          |       | 1        | 2        | -     |      |          | -           | 1            | 2      | 1       |
| Detector Template          |      | Thru       |       | Left     | Thru     |       |      |          |             | Left         | Thru   | Right   |
| Leading Detector (ft)      |      | 100        |       | 20       | 100      |       |      |          |             | 20           | 100    | 20      |
| Trailing Detector (ft)     |      | 0          |       | 0        | 0        |       |      |          |             | 0            | 0      | 0       |
| Detector 1 Position(ft)    |      | 0          |       | 0        | 0        |       |      |          |             | 0            | 0      | 0       |
| Detector 1 Size(ft)        |      | 6          |       | 20       | 6        |       |      |          |             | 20           | 6      | 20      |
| Detector 1 Type            |      | CI+Ex      |       | CI+Ex    | CI+Ex    |       |      |          |             | Cl+Ex        | Cl+Ex  | CI+Ex   |
| Detector 1 Channel         |      | J          |       | J        | J        |       |      |          |             | <b>0.</b> _, | J/.    | J       |
| 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)    |      | 94         |       | 0.0      | 94       |       |      |          |             | 0.0          | 94     | 0.0     |
| Detector 2 Size(ft)        |      | 6          |       |          | 6        |       |      |          |             |              | 6      |         |
| Detector 2 Type            |      | CI+Ex      |       |          | CI+Ex    |       |      |          |             |              | CI+Ex  |         |
| Detector 2 Channel         |      | O. LX      |       |          | OI LX    |       |      |          |             |              | OI! LX |         |
| Detector 2 Extend (s)      |      | 0.0        |       |          | 0.0      |       |      |          |             |              | 0.0    |         |
| Turn Type                  |      | NA         |       | custom   | NA       |       |      |          |             | Perm         | NA     | Perm    |
|                            |      | 1 1/ 1     |       | Judioini | 1 1/ 1   |       |      |          |             | . 01111      | 1 1/ 1 | . 51111 |

| Lane Group                 | Ø2 | Ø3 | Ø4  | Ø6 | Ø8 |
|----------------------------|----|----|-----|----|----|
| Lane Configurations        | ~  | ~~ | ~ . | ~~ | ~0 |
| Traffic Volume (vph)       |    |    |     |    |    |
| Future Volume (vph)        |    |    |     |    |    |
| Ideal Flow (vphpl)         |    |    |     |    |    |
|                            |    |    |     |    |    |
| Lane Width (ft)            |    |    |     |    |    |
| Storage Length (ft)        |    |    |     |    |    |
| Storage Lanes              |    |    |     |    |    |
| Taper Length (ft)          |    |    |     |    |    |
| Lane Util. Factor          |    |    |     |    |    |
| Frt                        |    |    |     |    |    |
| Flt Protected              |    |    |     |    |    |
| Satd. Flow (prot)          |    |    |     |    |    |
| Flt Permitted              |    |    |     |    |    |
| Satd. Flow (perm)          |    |    |     |    |    |
| Right Turn on Red          |    |    |     |    |    |
| Satd. Flow (RTOR)          |    |    |     |    |    |
| Link Speed (mph)           |    |    |     |    |    |
| Link Distance (ft)         |    |    |     |    |    |
| Travel Time (s)            |    |    |     |    |    |
| Peak Hour Factor           |    |    |     |    |    |
| Heavy Vehicles (%)         |    |    |     |    |    |
| Adj. Flow (vph)            |    |    |     |    |    |
| Shared Lane Traffic (%)    |    |    |     |    |    |
| Lane Group Flow (vph)      |    |    |     |    |    |
| Enter Blocked Intersection |    |    |     |    |    |
| Lane Alignment             |    |    |     |    |    |
| Median Width(ft)           |    |    |     |    |    |
| Link Offset(ft)            |    |    |     |    |    |
| Crosswalk Width(ft)        |    |    |     |    |    |
| Two way Left Turn Lane     |    |    |     |    |    |
| Headway Factor             |    |    |     |    |    |
| Turning Speed (mph)        |    |    |     |    |    |
| Number of Detectors        |    |    |     |    |    |
| Detector Template          |    |    |     |    |    |
| Leading Detector (ft)      |    |    |     |    |    |
| Trailing Detector (ft)     |    |    |     |    |    |
| Detector 1 Position(ft)    |    |    |     |    |    |
| Detector 1 Size(ft)        |    |    |     |    |    |
| Detector 1 Type            |    |    |     |    |    |
| Detector 1 Channel         |    |    |     |    |    |
| Detector 1 Extend (s)      |    |    |     |    |    |
| Detector 1 Queue (s)       |    |    |     |    |    |
| Detector 1 Delay (s)       |    |    |     |    |    |
| Detector 2 Position(ft)    |    |    |     |    |    |
| Detector 2 Size(ft)        |    |    |     |    |    |
| Detector 2 Type            |    |    |     |    |    |
| Detector 2 Channel         |    |    |     |    |    |
| Detector 2 Extend (s)      |    |    |     |    |    |
| Turn Type                  |    |    |     |    |    |
|                            |    |    |     |    |    |

2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.

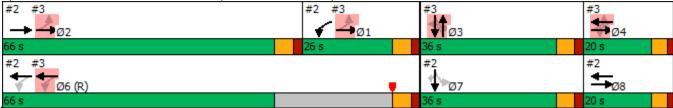
|                           | ۶             | <b>→</b> | •          | •        | <b>←</b> | •   | 4   | <b>†</b> | /   | <b>&gt;</b> | ţ     | 4     |
|---------------------------|---------------|----------|------------|----------|----------|-----|-----|----------|-----|-------------|-------|-------|
| Lane Group                | EBL           | EBT      | EBR        | WBL      | WBT      | WBR | NBL | NBT      | NBR | SBL         | SBT   | SBR   |
| Protected Phases          |               | 28       |            | 1        | 68       |     |     |          |     |             | 7     |       |
| Permitted Phases          |               |          |            | 6        |          |     |     |          |     | 7           |       | 7     |
| Detector Phase            |               | 28       |            | 1        | 68       |     |     |          |     | 7           | 7     | 7     |
| Switch Phase              |               |          |            |          |          |     |     |          |     |             |       |       |
| Minimum Initial (s)       |               |          |            | 5.0      |          |     |     |          |     | 5.0         | 5.0   | 5.0   |
| Minimum Split (s)         |               |          |            | 22.0     |          |     |     |          |     | 31.0        | 31.0  | 31.0  |
| Total Split (s)           |               |          |            | 26.0     |          |     |     |          |     | 36.0        | 36.0  | 36.0  |
| Total Split (%)           |               |          |            | 17.6%    |          |     |     |          |     | 24.3%       | 24.3% | 24.3% |
| Maximum Green (s)         |               |          |            | 20.0     |          |     |     |          |     | 30.0        | 30.0  | 30.0  |
| Yellow Time (s)           |               |          |            | 4.0      |          |     |     |          |     | 4.0         | 4.0   | 4.0   |
| All-Red Time (s)          |               |          |            | 2.0      |          |     |     |          |     | 2.0         | 2.0   | 2.0   |
| Lost Time Adjust (s)      |               |          |            |          |          |     |     |          |     |             | 0.0   | 0.0   |
| Total Lost Time (s)       |               |          |            |          |          |     |     |          |     |             | 6.0   | 6.0   |
| Lead/Lag                  |               |          |            | Lag      |          |     |     |          |     | Lead        | Lead  | Lead  |
| Lead-Lag Optimize?        |               |          |            | Yes      |          |     |     |          |     | Yes         | Yes   | Yes   |
| Vehicle Extension (s)     |               |          |            | 1.0      |          |     |     |          |     | 2.0         | 2.0   | 2.0   |
| Recall Mode               |               |          |            | None     |          |     |     |          |     | Min         | Min   | Min   |
| Walk Time (s)             |               |          |            |          |          |     |     |          |     | 7.0         | 7.0   | 7.0   |
| Flash Dont Walk (s)       |               |          |            |          |          |     |     |          |     | 18.0        | 18.0  | 18.0  |
| Pedestrian Calls (#/hr)   |               |          |            |          |          |     |     |          |     | 0           | 0     | 0     |
| Act Effct Green (s)       |               | 49.7     |            |          | 125.3    |     |     |          |     |             | 10.7  | 10.7  |
| Actuated g/C Ratio        |               | 0.34     |            |          | 0.85     |     |     |          |     |             | 0.07  | 0.07  |
| v/c Ratio                 |               | 0.42     |            |          | 0.20     |     |     |          |     |             | 0.59  | 0.51  |
| Control Delay             |               | 40.1     |            |          | 2.1      |     |     |          |     |             | 85.7  | 81.9  |
| Queue Delay               |               | 0.1      |            |          | 0.3      |     |     |          |     |             | 0.0   | 0.0   |
| Total Delay               |               | 40.2     |            |          | 2.4      |     |     |          |     |             | 85.7  | 81.9  |
| LOS                       |               | D        |            |          | Α        |     |     |          |     |             | F     | F     |
| Approach Delay            |               | 40.2     |            |          | 2.4      |     |     |          |     |             | 84.0  |       |
| Approach LOS              |               | D        |            |          | Α        |     |     |          |     |             | F     |       |
| Intersection Summary      | 0.11          |          |            |          |          |     |     |          |     |             |       |       |
| Area Type:                | Other         |          |            |          |          |     |     |          |     |             |       |       |
| Cycle Length: 148         | 140           |          |            |          |          |     |     |          |     |             |       |       |
| Actuated Cycle Length: 1  |               | CAMPT    | 0110       | 7 . II . |          |     |     |          |     |             |       |       |
| Offset: 95 (64%), Referen | nced to phase | b:WBTL,  | Start of \ | rellow   |          |     |     |          |     |             |       |       |
| Natural Cycle: 125        | )             |          |            |          |          |     |     |          |     |             |       |       |
| Control Type: Actuated-C  |               |          |            |          |          |     |     |          |     |             |       |       |
| Maximum v/c Ratio: 1.59   |               |          |            |          |          |     |     |          |     |             |       |       |

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 28.4 Intersection LOS: C
Intersection Capacity Utilization 43.7% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.



AKRF, Inc.

| Lane Group              | Ø2   | Ø3   | Ø4   | Ø6    | Ø8   |
|-------------------------|------|------|------|-------|------|
| Protected Phases        | 2    | 3    | 4    | 6     | 8    |
| Permitted Phases        |      |      |      |       |      |
| Detector Phase          |      |      |      |       |      |
| Switch Phase            |      |      |      |       |      |
| Minimum Initial (s)     | 10.0 | 5.0  | 4.0  | 10.0  | 4.0  |
| Minimum Split (s)       | 39.0 | 22.0 | 20.0 | 29.0  | 20.0 |
| Total Split (s)         | 66.0 | 36.0 | 20.0 | 66.0  | 20.0 |
| Total Split (%)         | 45%  | 24%  | 14%  | 45%   | 14%  |
| Maximum Green (s)       | 60.0 | 30.0 | 15.0 | 60.0  | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |
| Total Lost Time (s)     |      |      |      |       |      |
| Lead/Lag                | Lead | Lead | Lag  |       | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  |
| Vehicle Extension (s)   | 3.0  | 2.0  | 3.0  | 2.0   | 2.0  |
| Recall Mode             | Min  | None | None | C-Max | None |
| Walk Time (s)           | 7.0  |      |      | 7.0   |      |
| Flash Dont Walk (s)     | 26.0 |      |      | 16.0  |      |
| Pedestrian Calls (#/hr) | 0    |      |      | 0     |      |
| Act Effct Green (s)     |      |      |      |       |      |
| Actuated g/C Ratio      |      |      |      |       |      |
| v/c Ratio               |      |      |      |       |      |
| Control Delay           |      |      |      |       |      |
| Queue Delay             |      |      |      |       |      |
| Total Delay             |      |      |      |       |      |
| LOS                     |      |      |      |       |      |
| Approach Delay          |      |      |      |       |      |
| Approach LOS            |      |      |      |       |      |
| Intersection Summary    |      |      |      |       |      |
| intersection Summary    |      |      |      |       |      |

|                            | ۶     | <b>→</b> | •     | •     | <b>←</b> | •     | 4     | <b>†</b> | ~     | <b>/</b> | ţ     |       |
|----------------------------|-------|----------|-------|-------|----------|-------|-------|----------|-------|----------|-------|-------|
| Lane Group                 | EBL   | EBT      | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR   | SBL      | SBT   | SBR   |
| Lane Configurations        |       | 4îb      |       |       | 4îb      |       |       | 4        |       |          | 4     |       |
| Traffic Volume (vph)       | 0     | 209      | 115   | 115   | 274      | 0     | 120   | 0        | 328   | 0        | 0     | 0     |
| Future Volume (vph)        | 0     | 209      | 115   | 115   | 274      | 0     | 120   | 0        | 328   | 0        | 0     | 0     |
| Ideal Flow (vphpl)         | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900     | 1900  | 1900  |
| Lane Width (ft)            | 12    | 11       | 12    | 12    | 11       | 12    | 12    | 12       | 12    | 12       | 12    | 12    |
| Lane Util. Factor          | 0.95  | 0.95     | 0.95  | 0.95  | 0.95     | 0.95  | 1.00  | 1.00     | 1.00  | 1.00     | 1.00  | 1.00  |
| Frt                        |       | 0.947    |       |       |          |       |       | 0.901    |       |          |       |       |
| Flt Protected              |       |          |       |       | 0.985    |       |       | 0.987    |       |          |       |       |
| Satd. Flow (prot)          | 0     | 3147     | 0     | 0     | 3274     | 0     | 0     | 1609     | 0     | 0        | 1863  | 0     |
| Flt Permitted              |       |          |       |       | 0.724    |       |       | 0.908    |       |          |       |       |
| Satd. Flow (perm)          | 0     | 3147     | 0     | 0     | 2406     | 0     | 0     | 1480     | 0     | 0        | 1863  | 0     |
| Right Turn on Red          |       |          | Yes   |       |          | Yes   |       |          | No    |          |       | Yes   |
| Satd. Flow (RTOR)          |       | 128      |       |       |          |       |       |          |       |          |       |       |
| Link Speed (mph)           |       | 30       |       |       | 30       |       |       | 30       |       |          | 30    |       |
| Link Distance (ft)         |       | 412      |       |       | 477      |       |       | 589      |       |          | 82    |       |
| Travel Time (s)            |       | 9.4      |       |       | 10.8     |       |       | 13.4     |       |          | 1.9   |       |
| Peak Hour Factor           | 0.90  | 0.90     | 0.90  | 0.93  | 0.93     | 0.93  | 0.94  | 0.94     | 0.94  | 0.92     | 0.92  | 0.92  |
| Heavy Vehicles (%)         | 2%    | 5%       | 5%    | 5%    | 5%       | 2%    | 5%    | 2%       | 5%    | 2%       | 2%    | 2%    |
| Adj. Flow (vph)            | 0     | 232      | 128   | 124   | 295      | 0     | 128   | 0        | 349   | 0        | 0     | 0     |
| Shared Lane Traffic (%)    |       |          |       |       |          |       |       |          |       |          |       |       |
| Lane Group Flow (vph)      | 0     | 360      | 0     | 0     | 419      | 0     | 0     | 477      | 0     | 0        | 0     | 0     |
| Enter Blocked Intersection | No    | No       | No    | No    | No       | No    | No    | No       | No    | No       | No    | No    |
| Lane Alignment             | Left  | Left     | Right | Left  | Left     | Right | Left  | Left     | Right | Left     | Left  | Right |
| Median Width(ft)           |       | 0        | , i   |       | 0        |       |       | 0        |       |          | 0     | J     |
| Link Offset(ft)            |       | 0        |       |       | 0        |       |       | 0        |       |          | 0     |       |
| Crosswalk Width(ft)        |       | 16       |       |       | 16       |       |       | 16       |       |          | 16    |       |
| Two way Left Turn Lane     |       |          |       |       |          |       |       |          |       |          |       |       |
| Headway Factor             | 1.00  | 1.04     | 1.00  | 1.00  | 1.04     | 1.00  | 1.00  | 1.00     | 1.00  | 1.00     | 1.00  | 1.00  |
| Turning Speed (mph)        | 15    |          | 9     | 15    |          | 9     | 15    |          | 9     | 15       |       | 9     |
| Number of Detectors        | 1     | 2        |       | 1     | 2        |       | 1     | 2        |       | 1        | 2     |       |
| Detector Template          | Left  | Thru     |       | Left  | Thru     |       | Left  | Thru     |       | Left     | Thru  |       |
| Leading Detector (ft)      | 20    | 100      |       | 20    | 100      |       | 20    | 100      |       | 20       | 100   |       |
| Trailing Detector (ft)     | 0     | 0        |       | 0     | 0        |       | 0     | 0        |       | 0        | 0     |       |
| Detector 1 Position(ft)    | 0     | 0        |       | 0     | 0        |       | 0     | 0        |       | 0        | 0     |       |
| Detector 1 Size(ft)        | 20    | 6        |       | 20    | 6        |       | 20    | 6        |       | 20       | 6     |       |
| Detector 1 Type            | CI+Ex | CI+Ex    |       | CI+Ex | CI+Ex    |       | CI+Ex | Cl+Ex    |       | CI+Ex    | CI+Ex |       |
| Detector 1 Channel         |       |          |       |       |          |       |       |          |       |          |       |       |
| Detector 1 Extend (s)      | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0      | 0.0   |       |
| Detector 1 Queue (s)       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0      | 0.0   |       |
| Detector 1 Delay (s)       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0      | 0.0   |       |
| Detector 2 Position(ft)    |       | 94       |       |       | 94       |       |       | 94       |       |          | 94    |       |
| Detector 2 Size(ft)        |       | 6        |       |       | 6        |       |       | 6        |       |          | 6     |       |
| Detector 2 Type            |       | CI+Ex    |       |       | CI+Ex    |       |       | Cl+Ex    |       |          | CI+Ex |       |
| Detector 2 Channel         |       |          |       |       |          |       |       |          |       |          |       |       |
| Detector 2 Extend (s)      |       | 0.0      |       |       | 0.0      |       |       | 0.0      |       |          | 0.0   |       |
| Turn Type                  |       | NA       |       | Perm  | NA       |       | Perm  | NA       |       |          |       |       |
| Protected Phases           |       | 124      |       |       | 4 6      |       |       | 3        |       |          | 3     |       |
| Permitted Phases           | 124   |          |       | 4 6   |          |       | 3     |          |       | 3        |       |       |
| Detector Phase             | 124   | 124      |       | 4 6   | 4 6      |       | 3     | 3        |       | 3        | 3     |       |
|                            |       |          |       |       |          |       |       |          |       |          |       |       |

| Lane Group                        | Ø1 | Ø2 | Ø4 | Ø6       | Ø7 | Ø8       |
|-----------------------------------|----|----|----|----------|----|----------|
| Lane Configurations               |    |    |    |          |    |          |
| Traffic Volume (vph)              |    |    |    |          |    |          |
| Future Volume (vph)               |    |    |    |          |    |          |
| Ideal Flow (vphpl)                |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |
| Lane Width (ft) Lane Util. Factor |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |
| Frt                               |    |    |    |          |    |          |
| Flt Protected                     |    |    |    |          |    |          |
| Satd. Flow (prot)                 |    |    |    |          |    |          |
| Flt Permitted                     |    |    |    |          |    |          |
| Satd. Flow (perm)                 |    |    |    |          |    |          |
| Right Turn on Red                 |    |    |    |          |    |          |
| Satd. Flow (RTOR)                 |    |    |    |          |    |          |
| Link Speed (mph)                  |    |    |    |          |    |          |
| Link Distance (ft)                |    |    |    |          |    |          |
| Travel Time (s)                   |    |    |    |          |    |          |
| Peak Hour Factor                  |    |    |    |          |    |          |
| Heavy Vehicles (%)                |    |    |    |          |    |          |
| Adj. Flow (vph)                   |    |    |    |          |    |          |
| Shared Lane Traffic (%)           |    |    |    |          |    |          |
| Lane Group Flow (vph)             |    |    |    |          |    |          |
| Enter Blocked Intersection        |    |    |    |          |    |          |
| Lane Alignment                    |    |    |    |          |    |          |
| Median Width(ft)                  |    |    |    |          |    |          |
| Link Offset(ft)                   |    |    |    |          |    |          |
| Crosswalk Width(ft)               |    |    |    |          |    |          |
| Two way Left Turn Lane            |    |    |    |          |    |          |
| Headway Factor                    |    |    |    |          |    |          |
| Turning Speed (mph)               |    |    |    |          |    |          |
| Number of Detectors               |    |    |    |          |    |          |
| Detector Template                 |    |    |    |          |    |          |
| Leading Detector (ft)             |    |    |    |          |    |          |
| Trailing Detector (ft)            |    |    |    |          |    |          |
| Detector 1 Position(ft)           |    |    |    |          |    |          |
| Detector 1 Size(ft)               |    |    |    |          |    |          |
| Detector 1 Type                   |    |    |    |          |    |          |
| Detector 1 Channel                |    |    |    |          |    |          |
| Detector 1 Extend (s)             |    |    |    |          |    |          |
| Detector 1 Queue (s)              |    |    |    |          |    |          |
| Detector 1 Delay (s)              |    |    |    |          |    |          |
| Detector 2 Position(ft)           |    |    |    |          |    |          |
| Detector 2 Size(ft)               |    |    |    |          |    |          |
| Detector 2 Type                   |    |    |    |          |    |          |
| Detector 2 Channel                |    |    |    |          |    |          |
| Detector 2 Extend (s)             |    |    |    |          |    |          |
| Turn Type                         |    |    |    |          |    |          |
| Protected Phases                  | 1  | 2  | 4  | 6        | 7  | 8        |
| Permitted Phases                  | ,  | _  | r  | <u> </u> | ,  | <u> </u> |
| Detector Phase                    |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |

|                               | <i>→</i> →         | •           | •      | <b>←</b>   | •          | 4             | <b>†</b>   | /   | <b>&gt;</b> | ļ           | 1   |
|-------------------------------|--------------------|-------------|--------|------------|------------|---------------|------------|-----|-------------|-------------|-----|
| Lane Group                    | EBL EBT            | EBR         | WBL    | WBT        | WBR        | NBL           | NBT        | NBR | SBL         | SBT         | SBF |
| Switch Phase                  |                    |             |        |            |            |               |            |     |             |             |     |
| Minimum Initial (s)           |                    |             |        |            |            | 5.0           | 5.0        |     | 5.0         | 5.0         |     |
| Minimum Split (s)             |                    |             |        |            |            | 22.0          | 22.0       |     | 22.0        | 22.0        |     |
| Total Split (s)               |                    |             |        |            |            | 36.0          | 36.0       |     | 36.0        | 36.0        |     |
| Total Split (%)               |                    |             |        |            |            | 24.3%         | 24.3%      |     | 24.3%       | 24.3%       |     |
| Maximum Green (s)             |                    |             |        |            |            | 30.0          | 30.0       |     | 30.0        | 30.0        |     |
| Yellow Time (s)               |                    |             |        |            |            | 4.0           | 4.0        |     | 4.0         | 4.0         |     |
| All-Red Time (s)              |                    |             |        |            |            | 2.0           | 2.0        |     | 2.0         | 2.0         |     |
| Lost Time Adjust (s)          |                    |             |        |            |            |               | 0.0        |     |             | 0.0         |     |
| Total Lost Time (s)           |                    |             |        |            |            |               | 6.0        |     |             | 6.0         |     |
| Lead/Lag                      |                    |             |        |            |            | Lead          | Lead       |     | Lead        | Lead        |     |
| Lead-Lag Optimize?            |                    |             |        |            |            | Yes           | Yes        |     | Yes         | Yes         |     |
| Vehicle Extension (s)         |                    |             |        |            |            | 2.0           | 2.0        |     | 2.0         | 2.0         |     |
| Recall Mode                   |                    |             |        |            |            | None          | None       |     | None        | None        |     |
| Walk Time (s)                 |                    |             |        |            |            | 110110        | 110110     |     | 110110      | 110.10      |     |
| Flash Dont Walk (s)           |                    |             |        |            |            |               |            |     |             |             |     |
| Pedestrian Calls (#/hr)       |                    |             |        |            |            |               |            |     |             |             |     |
| Act Effct Green (s)           | 106.0              |             |        | 107.0      |            |               | 30.0       |     |             |             |     |
| Actuated g/C Ratio            | 0.72               |             |        | 0.72       |            |               | 0.20       |     |             |             |     |
| v/c Ratio                     | 0.16               |             |        | 0.72       |            |               | 1.59       |     |             |             |     |
| Control Delay                 | 8.9                |             |        | 7.3        |            |               | 318.1      |     |             |             |     |
| Queue Delay                   | 0.0                |             |        | 0.0        |            |               | 0.0        |     |             |             |     |
| Total Delay                   | 8.9                |             |        | 7.3        |            |               | 318.1      |     |             |             |     |
| LOS                           | O.8                |             |        | 7.5<br>A   |            |               | 510.1<br>F |     |             |             |     |
| Approach Delay                | 8.9                |             |        | 7.3        |            |               | 318.1      |     |             |             |     |
|                               | 6.8<br>A           |             |        | 7.3<br>A   |            |               | 510.1<br>F |     |             |             |     |
| Approach LOS                  | P                  |             |        | А          |            |               | Г          |     |             |             |     |
| Intersection Summary          | Oll                |             |        |            |            |               |            |     |             |             |     |
| 71                            | Other              |             |        |            |            |               |            |     |             |             |     |
| Cycle Length: 148             |                    |             |        |            |            |               |            |     |             |             |     |
| Actuated Cycle Length: 148    |                    |             | II .   |            |            |               |            |     |             |             |     |
| Offset: 95 (64%), Reference   | ed to phase 6:VVB1 | L, Start of | Yellow |            |            |               |            |     |             |             |     |
| Natural Cycle: 125            | . P C . I          |             |        |            |            |               |            |     |             |             |     |
| Control Type: Actuated-Coc    | ordinated          |             |        |            |            |               |            |     |             |             |     |
| Maximum v/c Ratio: 1.59       | 0.5.0              |             |        |            |            |               |            |     |             |             |     |
| Intersection Signal Delay: 1  |                    |             |        | tersection |            |               |            |     |             |             |     |
| Intersection Capacity Utiliza | ition 61.4%        |             | IC     | CU Level   | of Service | e B           |            |     |             |             |     |
| Analysis Period (min) 15      |                    |             |        |            |            |               |            |     |             |             |     |
|                               | 9/9A NB Ramps/D    | riveway &   |        |            |            |               |            |     |             |             |     |
| #2 #3                         |                    |             | #2     | #3         |            | #3            |            |     | 4           | #3          |     |
| → <b>4</b> ø2                 |                    |             | _   _  |            | ı          | <b>I</b> II ø | 3          |     |             | <b>₩</b> Ø4 |     |
| 66 s                          |                    |             | 26 s   |            |            | 36 s          | _          |     |             | 20 s        |     |
| #2 #3                         |                    |             | 200    |            |            |               |            |     |             | #2          |     |
| "- "J                         |                    |             |        |            |            | #2            |            |     | ,           | -4          |     |

| Lane Group              | Ø1   | Ø2   | Ø4   | Ø6    | Ø7   | Ø8   |
|-------------------------|------|------|------|-------|------|------|
| Switch Phase            |      |      |      |       |      |      |
| Minimum Initial (s)     | 5.0  | 10.0 | 4.0  | 10.0  | 5.0  | 4.0  |
| Minimum Split (s)       | 22.0 | 39.0 | 20.0 | 29.0  | 31.0 | 20.0 |
| Total Split (s)         | 26.0 | 66.0 | 20.0 | 66.0  | 36.0 | 20.0 |
| Total Split (%)         | 18%  | 45%  | 14%  | 45%   | 24%  | 14%  |
| Maximum Green (s)       | 20.0 | 60.0 | 15.0 | 60.0  | 30.0 | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 4.0  | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 2.0  | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |      |
| Total Lost Time (s)     |      |      |      |       |      |      |
| Lead/Lag                | Lag  | Lead | Lag  |       | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  | Yes  |
| Vehicle Extension (s)   | 1.0  | 3.0  | 3.0  | 2.0   | 2.0  | 2.0  |
| Recall Mode             | None | Min  | None | C-Max | Min  | None |
| Walk Time (s)           |      | 7.0  |      | 7.0   | 7.0  |      |
| Flash Dont Walk (s)     |      | 26.0 |      | 16.0  | 18.0 |      |
| Pedestrian Calls (#/hr) |      | 0    |      | 0     | 0    |      |
| Act Effct Green (s)     |      |      |      |       |      |      |
| Actuated g/C Ratio      |      |      |      |       |      |      |
| v/c Ratio               |      |      |      |       |      |      |
| Control Delay           |      |      |      |       |      |      |
| Queue Delay             |      |      |      |       |      |      |
| Total Delay             |      |      |      |       |      |      |
| LOS                     |      |      |      |       |      |      |
| Approach Delay          |      |      |      |       |      |      |
| Approach LOS            |      |      |      |       |      |      |
| Intersection Summary    |      |      |      |       |      |      |

|                            | ۶         | $\rightarrow$ | 4       | <b>†</b>  | ļ        | 4     |
|----------------------------|-----------|---------------|---------|-----------|----------|-------|
| Lane Group                 | EBL       | EBR           | NBL     | NBT       | SBT      | SBR   |
| Lane Configurations        | 77        | LDIN          | .,,,,,, | 41        | <u> </u> | 7     |
| Traffic Volume (vph)       | 281       | 231           | 186     | 136       | 113      | 178   |
| Future Volume (vph)        | 281       | 231           | 186     | 136       | 113      | 178   |
| Ideal Flow (vphpl)         | 1900      | 1900          | 1900    | 1900      | 1900     | 1900  |
| Lane Width (ft)            | 1300      | 11            | 10      | 10        | 10       | 10    |
| Lane Util. Factor          | 0.97      | 0.95          | 0.95    | 0.95      | 1.00     | 1.00  |
| Frt                        | 0.932     | 0.00          | 0.00    | 0.00      | 1.00     | 0.850 |
| Flt Protected              | 0.973     |               |         | 0.972     |          | 0.000 |
| Satd. Flow (prot)          | 3077      | 0             | 0       | 3119      | 1689     | 1436  |
| Flt Permitted              | 0.973     | U             | U       | 0.741     | 1003     | 1-100 |
| Satd. Flow (perm)          | 3077      | 0             | 0       | 2378      | 1689     | 1436  |
| Right Turn on Red          | 5011      | Yes           | U       | 2310      | 1009     | Yes   |
| Satd. Flow (RTOR)          | 254       | 163           |         |           |          | 191   |
| Link Speed (mph)           | 254<br>30 |               |         | 30        | 30       | 191   |
| ,                          | 477       |               |         |           |          |       |
| Link Distance (ft)         |           |               |         | 366       | 519      |       |
| Travel Time (s)            | 10.8      | 0.04          | 0.00    | 8.3       | 11.8     | 0.00  |
| Peak Hour Factor           | 0.91      | 0.91          | 0.90    | 0.90      | 0.93     | 0.93  |
| Heavy Vehicles (%)         | 5%        | 5%            | 5%      | 5%<br>151 | 5%       | 5%    |
| Adj. Flow (vph)            | 309       | 254           | 207     | 151       | 122      | 191   |
| Shared Lane Traffic (%)    | F00       | ^             | ^       | 250       | 400      | 404   |
| Lane Group Flow (vph)      | 563       | 0             | 0       | 358       | 122      | 191   |
| Enter Blocked Intersection | No        | No            | No      | No        | No       | No    |
| Lane Alignment             | Left      | Right         | Left    | Left      | Left     | Right |
| Median Width(ft)           | 22        |               |         | 0         | 0        |       |
| Link Offset(ft)            | 0         |               |         | 0         | 0        |       |
| Crosswalk Width(ft)        | 16        |               |         | 16        | 16       |       |
| Two way Left Turn Lane     | 4.04      | 4.04          | 4.00    | 4.00      | 4.00     | 4.00  |
| Headway Factor             | 1.04      | 1.04          | 1.09    | 1.09      | 1.09     | 1.09  |
| Turning Speed (mph)        | 15        | 9             | 15      |           |          | 9     |
| Turn Type                  | Prot      |               | Perm    | NA        | NA       | Perm  |
| Protected Phases           | 4         |               |         | 2         | 6        |       |
| Permitted Phases           |           |               | 2       |           |          | 6     |
| Minimum Split (s)          | 31.0      |               | 36.0    | 36.0      | 36.0     | 36.0  |
| Total Split (s)            | 31.0      |               | 36.0    | 36.0      | 36.0     | 36.0  |
| Total Split (%)            | 46.3%     |               | 53.7%   | 53.7%     | 53.7%    | 53.7% |
| Maximum Green (s)          | 25.0      |               | 30.0    | 30.0      | 30.0     | 30.0  |
| 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   |
| Total Lost Time (s)        | 6.0       |               |         | 6.0       | 6.0      | 6.0   |
| Lead/Lag                   |           |               |         |           |          |       |
| Lead-Lag Optimize?         |           |               |         |           |          |       |
| Walk Time (s)              | 7.0       |               | 7.0     | 7.0       | 7.0      | 7.0   |
| Flash Dont Walk (s)        | 18.0      |               | 23.0    | 23.0      | 23.0     | 23.0  |
| Pedestrian Calls (#/hr)    | 0         |               | 0       | 0         | 0        | 0     |
| Act Effct Green (s)        | 25.0      |               |         | 30.0      | 30.0     | 30.0  |
| Actuated g/C Ratio         | 0.37      |               |         | 0.45      | 0.45     | 0.45  |
| v/c Ratio                  | 0.43      |               |         | 0.34      | 0.16     | 0.26  |
| Control Delay              | 9.4       |               |         | 13.2      | 11.8     | 3.0   |
| Control Delay              | ₹.4       |               |         | 10.2      | 11.0     | 3.0   |

| Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 9.4 13.2 11.8 3.0 LOS A B B B A Approach Delay 9.4 13.2 6.4 Approach LOS A B B A  Intersection Summary  Area Type: Other  Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.43 Intersection LOS: A Intersection LOS: A Intersection LOS: A Intersection Capacity Utilization 42.3%  Analysis Period (min) 15  Splits and Phases: 4: S. Riverside Ave. & Croton Point Ave. |                           | •               | •         | 4         | <b>†</b>   | ļ          | 4            |  |
|--|---------------------------|-----------------|-----------|-----------|------------|------------|--------------|--|
| Total Delay 9.4 13.2 11.8 3.0  LOS A B B B A  Approach Delay 9.4 13.2 6.4  Approach LOS A B B A  Intersection Summary  Area Type: Other  Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Capacity Utilization 42.3%  Analysis Period (min) 15  | Lane Group                | EBL             | EBR       | NBL       | NBT        | SBT        | SBR          |  |
| LOS A B B A Approach Delay 9.4 13.2 6.4 Approach LOS A B A  Intersection Summary  Area Type: Other  Cycle Length: 67 Actuated Cycle Length: 67 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.43 Intersection Signal Delay: 9.7 Intersection LOS: A Intersection Capacity Utilization 42.3% ICU Level of Service A Analysis Period (min) 15  | Queue Delay               | 0.0             |           |           | 0.0        | 0.0        | 0.0          |  |
| Approach Delay 9.4 13.2 6.4 Approach LOS A B A  Intersection Summary  Area Type: Other  Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7 Intersection LOS: A  Intersection Capacity Utilization 42.3% ICU Level of Service A  Analysis Period (min) 15  | Total Delay               | 9.4             |           |           | 13.2       | 11.8       | 3.0          |  |
| Approach LOS A B A  Intersection Summary  Area Type: Other  Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7 Intersection LOS: A  Intersection Capacity Utilization 42.3% ICU Level of Service A  Analysis Period (min) 15  | LOS                       | Α               |           |           | В          | В          | Α            |  |
| Intersection Summary  Area Type: Other  Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7  Intersection LOS: A  Intersection Capacity Utilization 42.3%  Analysis Period (min) 15  |                           | 9.4             |           |           | 13.2       | 6.4        |              |  |
| Area Type: Other  Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7 Intersection LOS: A  Intersection Capacity Utilization 42.3% ICU Level of Service A  Analysis Period (min) 15  | Approach LOS              | А               |           |           | В          | Α          |              |  |
| Cycle Length: 67  Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7  Intersection LOS: A  Intersection Capacity Utilization 42.3%  Analysis Period (min) 15  | Intersection Summary      |                 |           |           |            |            |              |  |
| Actuated Cycle Length: 67  Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7  Intersection LOS: A  Intersection Capacity Utilization 42.3%  Analysis Period (min) 15  | Area Type:                | Other           |           |           |            |            |              |  |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Natural Cycle: 70  Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7  Intersection LOS: A  Intersection Capacity Utilization 42.3%  Analysis Period (min) 15   |                           |                 |           |           |            |            |              |  |
| Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.43 Intersection Signal Delay: 9.7 Intersection Capacity Utilization 42.3% Analysis Period (min) 15   |                           |                 |           |           |            |            |              |  |
| Control Type: Pretimed  Maximum v/c Ratio: 0.43  Intersection Signal Delay: 9.7  Intersection Capacity Utilization 42.3%  Analysis Period (min) 15  Intersection LOS: A  ICU Level of Service A  |                           | ed to phase 2:1 | NBTL and  | 6:SBT,    | Start of G | reen       |              |  |
| Maximum v/c Ratio: 0.43 Intersection Signal Delay: 9.7 Intersection Capacity Utilization 42.3% ICU Level of Service A Analysis Period (min) 15   |                           |                 |           |           |            |            |              |  |
| Intersection Signal Delay: 9.7 Intersection LOS: A Intersection Capacity Utilization 42.3% ICU Level of Service A Analysis Period (min) 15   |                           |                 |           |           |            |            |              |  |
| Intersection Capacity Utilization 42.3% ICU Level of Service A  Analysis Period (min) 15   |                           |                 |           |           |            |            |              |  |
| Analysis Period (min) 15   |                           |                 |           |           | Int        | tersection | LOS: A       |  |
|  | Intersection Capacity Uti | lization 42.3%  |           |           | IC         | U Level c  | of Service A |  |
| Splits and Phases: 4: S. Riverside Ave. & Croton Point Ave.  | Analysis Period (min) 15  |                 |           |           |            |            |              |  |
| Splits and Phases: 4: S. Riverside Ave. & Croton Point Ave.  |                           |                 |           |           | _          |            |              |  |
|  | Splits and Phases: 4:     | S. Riverside Av | /e. & Cro | ton Point | Ave.       |            |              |  |

|                                   | •          |            | $\overline{}$ |          | <b>—</b>      | •     | •          | <b>†</b>      | <i>▶</i> | _             | 1             | 7     |
|-----------------------------------|------------|------------|---------------|----------|---------------|-------|------------|---------------|----------|---------------|---------------|-------|
|                                   |            |            | ▼             | <b>V</b> | MOT           | 14/22 | ,          | l<br>No.      | /        | 001           | ▼             |       |
| Lane Group                        | EBL        | EBT        | EBR           | WBL      | WBT           | WBR   | NBL        | NBT           | NBR      | SBL           | SBT           | SBR   |
| Lane Configurations               | 00         | 4          | 4.4           | 40       | 4             | 400   | 0.4        | 4             |          | 00            | 4             | 00    |
| Traffic Volume (vph)              | 36         | 146        | 14            | 18       | 255           | 168   | 24         | 342           | 26       | 93            | 251           | 32    |
| Future Volume (vph)               | 36         | 146        | 14            | 18       | 255           | 168   | 24         | 342           | 26       | 93            | 251           | 32    |
| Ideal Flow (vphpl)                | 1900       | 1900       | 1900          | 1900     | 1900          | 1900  | 1900       | 1900          | 1900     | 1900          | 1900          | 1900  |
| Lane Width (ft)                   | 12         | 16         | 12            | 12       | 16            | 12    | 12         | 10            | 9        | 12            | 12            | 12    |
| Lane Util. Factor                 | 1.00       | 1.00       | 1.00          | 1.00     | 1.00          | 1.00  | 1.00       | 1.00          | 1.00     | 1.00          | 1.00          | 1.00  |
| Frt                               |            | 0.990      |               |          | 0.949         |       |            | 0.007         | 0.850    |               | 0.989         |       |
| Flt Protected                     |            | 0.991      | _             |          | 0.998         | •     |            | 0.997         | 4.405    |               | 0.988         |       |
| Satd. Flow (prot)                 | 0          | 2071       | 0             | 0        | 1991          | 0     | 0          | 1733          | 1425     | 0             | 1820          | 0     |
| Flt Permitted                     |            | 0.785      | 0             |          | 0.980         | 0     | 0          | 0.959         | 4.405    |               | 0.787         |       |
| Satd. Flow (perm)                 | 0          | 1641       | 0             | 0        | 1956          | 0     | 0          | 1667          | 1425     | 0             | 1450          | 0     |
| Right Turn on Red                 |            | •          | Yes           |          | 40            | Yes   |            |               | Yes      |               | 0             | Yes   |
| Satd. Flow (RTOR)                 |            | 6          |               |          | 48            |       |            | 20            | 46       |               | 9             |       |
| Link Speed (mph)                  |            | 30         |               |          | 30            |       |            | 30            |          |               | 30            |       |
| Link Distance (ft)                |            | 274        |               |          | 342           |       |            | 519           |          |               | 365           |       |
| Travel Time (s)                   | 0.00       | 6.2        | 0.00          | 0.77     | 7.8           | 0.77  | 0.04       | 11.8          | 0.04     | 0.04          | 8.3           | 0.04  |
| Peak Hour Factor                  | 0.80       | 0.80       | 0.80          | 0.77     | 0.77          | 0.77  | 0.94       | 0.94          | 0.94     | 0.94          | 0.94          | 0.94  |
| Bus Blockages (#/hr)              | 0          | 0          | 0             | 1        | 1             | 1     | 0          | 0             | 0        | 0             | 0             | 0     |
| Adj. Flow (vph)                   | 45         | 183        | 18            | 23       | 331           | 218   | 26         | 364           | 28       | 99            | 267           | 34    |
| Shared Lane Traffic (%)           | ^          | 040        | 0             | ^        | F70           | 0     | 0          | 200           | 00       | ^             | 400           |       |
| Lane Group Flow (vph)             | 0          | 246        | 0             | 0        | 572           | 0     | 0          | 390           | 28       | 0             | 400           | 0     |
| Enter Blocked Intersection        | No         | No         | No            | No       | No            | No    | No         | No            | No       | No            | No            | No    |
| Lane Alignment                    | Left       | Left<br>12 | Right         | Left     | Left          | Right | Left       | Left          | Right    | Left          | Left          | Right |
| Median Width(ft)                  |            |            |               |          | 12            |       |            | 0             |          |               | 0             |       |
| Link Offset(ft)                   |            | 0<br>16    |               |          | 0<br>16       |       |            | 0<br>16       |          |               | 0<br>16       |       |
| Crosswalk Width(ft)               |            | 10         |               |          | 10            |       |            | 10            |          |               | 10            |       |
| Two way Left Turn Lane            | 1.00       | 0.85       | 1.00          | 1.00     | 0.05          | 1.00  | 1.00       | 1.09          | 1.14     | 1.00          | 1.00          | 1.00  |
| Headway Factor                    | 1.00       | 0.65       | 1.00          | 1.00     | 0.85          | 1.00  | 1.00       | 1.09          | 1.14     | 1.00          | 1.00          |       |
| Turn Type                         |            | NA         | 9             |          | NA            | 9     |            | NΙΛ           |          |               | NA            | 9     |
| Turn Type                         | Perm       |            |               | Perm     | NA<br>8       |       | Perm       | NA<br>2       | Perm     | Perm          |               |       |
| Protected Phases Permitted Phases | 4          | 4          |               | 8        | 0             |       | 2          |               | 2        | 6             | 6             |       |
|                                   | 31.0       | 24.0       |               | 31.0     | 31.0          |       | 40.0       | 40.0          | 40.0     | 40.0          | 40.0          |       |
| Minimum Split (s)                 |            | 31.0       |               |          |               |       |            |               |          |               |               |       |
| Total Split (s)                   | 31.0       | 31.0       |               | 31.0     | 31.0<br>43.7% |       | 40.0       | 40.0<br>56.3% | 40.0     | 40.0<br>56.3% | 40.0<br>56.3% |       |
| Total Split (%)                   | 43.7%      | 43.7%      |               | 43.7%    |               |       | 56.3%      |               | 56.3%    |               |               |       |
| Maximum Green (s)                 | 25.0       | 25.0       |               | 25.0     | 25.0          |       | 34.0       | 34.0          | 34.0     | 34.0<br>4.0   | 34.0          |       |
| Yellow Time (s)                   | 4.0<br>2.0 | 4.0<br>2.0 |               | 4.0      | 4.0<br>2.0    |       | 4.0<br>2.0 | 4.0<br>2.0    | 4.0      | 2.0           | 4.0<br>2.0    |       |
| All-Red Time (s)                  | 2.0        |            |               | 2.0      |               |       | 2.0        |               | 2.0      | 2.0           |               |       |
| Lost Time Adjust (s)              |            | 0.0        |               |          | 0.0<br>6.0    |       |            | 0.0<br>6.0    | 0.0      |               | 0.0           |       |
| Total Lost Time (s)               |            | 6.0        |               |          | 0.0           |       |            | 0.0           | 6.0      |               | 6.0           |       |
| Lead/Lag                          |            |            |               |          |               |       |            |               |          |               |               |       |
| Lead-Lag Optimize?                | 7.0        | 7.0        |               | 7.0      | 7.0           |       | 7.0        | 7.0           | 7.0      | 7.0           | 7.0           |       |
| Walk Time (s)                     | 7.0        | 7.0        |               | 7.0      | 7.0           |       | 7.0        | 7.0           | 7.0      | 7.0           | 7.0           |       |
| Flash Dont Walk (s)               | 18.0       | 18.0       |               | 18.0     | 18.0          |       | 27.0       | 27.0          | 27.0     | 27.0          | 27.0          |       |
| Pedestrian Calls (#/hr)           | 0          | 0<br>25.0  |               | 0        | 0<br>25.0     |       | 0          | 24.0          | 0        | 0             | 24.0          |       |
| Act Effet Green (s)               |            | 25.0       |               |          | 25.0          |       |            | 34.0          | 34.0     |               | 34.0          |       |
| Actuated g/C Ratio                |            | 0.35       |               |          | 0.35          |       |            | 0.48          | 0.48     |               | 0.48          |       |
| v/c Ratio                         |            | 0.42       |               |          | 0.80          |       |            | 0.49          | 0.04     |               | 0.57          |       |
| Control Delay                     |            | 19.9       |               |          | 29.1          |       |            | 15.2          | 2.1      |               | 17.0          |       |

|                               | •            | <b>→</b> | •       | •          | •          | •          | •   | <b>†</b> | <i>&gt;</i> | <b>\</b> | Ţ    | 1   |
|-------------------------------|--------------|----------|---------|------------|------------|------------|-----|----------|-------------|----------|------|-----|
| Lane Group                    | EBL          | EBT      | EBR     | WBL        | WBT        | WBR        | NBL | NBT      | NBR         | SBL      | SBT  | SBR |
| Queue Delay                   |              | 0.0      |         |            | 0.0        |            |     | 0.0      | 0.0         |          | 0.0  |     |
| Total Delay                   |              | 19.9     |         |            | 29.1       |            |     | 15.2     | 2.1         |          | 17.0 |     |
| LOS                           |              | В        |         |            | С          |            |     | В        | Α           |          | В    |     |
| Approach Delay                |              | 19.9     |         |            | 29.1       |            |     | 14.3     |             |          | 17.0 |     |
| Approach LOS                  |              | В        |         |            | С          |            |     | В        |             |          | В    |     |
| Intersection Summary          |              |          |         |            |            |            |     |          |             |          |      |     |
| Area Type:                    | Other        |          |         |            |            |            |     |          |             |          |      |     |
| Cycle Length: 71              |              |          |         |            |            |            |     |          |             |          |      |     |
| Actuated Cycle Length: 71     |              |          |         |            |            |            |     |          |             |          |      |     |
| Offset: 0 (0%), Referenced    | to phase 2:N | IBTL and | 6:SBTL, | Start of 0 | Green      |            |     |          |             |          |      |     |
| Natural Cycle: 75             |              |          |         |            |            |            |     |          |             |          |      |     |
| Control Type: Pretimed        |              |          |         |            |            |            |     |          |             |          |      |     |
| Maximum v/c Ratio: 0.80       |              |          |         |            |            |            |     |          |             |          |      |     |
| Intersection Signal Delay: 2  | 1.0          |          |         | In         | tersection | LOS: C     |     |          |             |          |      |     |
| Intersection Capacity Utiliza | ation 80.7%  |          |         | IC         | U Level o  | of Service | D   |          |             |          |      |     |

Analysis Period (min) 15

Splits and Phases: 5: S. Riverside Ave. & Benedict Blvd



|                            | ۶     | -          | •     | •     | <b>—</b> | •     | •     | <b>†</b> | <b>/</b> | <b>/</b> | ļ     | 4     |
|----------------------------|-------|------------|-------|-------|----------|-------|-------|----------|----------|----------|-------|-------|
| Lane Group                 | EBL   | EBT        | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR      | SBL      | SBT   | SBR   |
| Lane Configurations        |       | 4          |       | *     | 4        |       |       | - 4      | 7        |          | 4     |       |
| Traffic Volume (vph)       | 1     | 139        | 13    | 394   | 89       | 41    | 8     | 3        | 116      | 24       | 3     | 1     |
| Future Volume (vph)        | 1     | 139        | 13    | 394   | 89       | 41    | 8     | 3        | 116      | 24       | 3     | 1     |
| Ideal Flow (vphpl)         | 1900  | 1900       | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900     | 1900     | 1900  | 1900  |
| Lane Width (ft)            | 12    | 13         | 12    | 11    | 11       | 12    | 12    | 10       | 10       | 12       | 15    | 12    |
| Storage Length (ft)        | 0     |            | 0     | 0     |          | 0     | 0     |          | 30       | 0        |       | 0     |
| Storage Lanes              | 0     |            | 0     | 1     |          | 0     | 0     |          | 1        | 0        |       | 0     |
| Taper Length (ft)          | 25    |            |       | 25    |          |       | 25    |          |          | 25       |       |       |
| Lane Util. Factor          | 1.00  | 1.00       | 1.00  | 0.95  | 0.95     | 1.00  | 1.00  | 0.95     | 0.95     | 1.00     | 1.00  | 1.00  |
| Frt                        |       | 0.989      |       |       | 0.977    |       |       | 0.875    | 0.850    |          | 0.994 |       |
| Flt Protected              |       |            |       | 0.950 | 0.975    |       |       | 0.994    |          |          | 0.959 |       |
| Satd. Flow (prot)          | 0     | 1777       | 0     | 1609  | 1580     | 0     | 0     | 1423     | 1390     | 0        | 1953  | 0     |
| Flt Permitted              |       | 0.999      | _     | 0.652 | 0.744    | •     | •     | 0.960    | .000     |          | 0.564 |       |
| Satd. Flow (perm)          | 0     | 1775       | 0     | 1104  | 1206     | 0     | 0     | 1374     | 1390     | 0        | 1149  | 0     |
| Right Turn on Red          | •     | 1770       | No    | 1101  | 1200     | Yes   | · ·   | 107 1    | Yes      | •        | 1110  | Yes   |
| Satd. Flow (RTOR)          |       |            | 110   |       | 7        | 100   |       | 69       | 80       |          | 2     | 100   |
| Link Speed (mph)           |       | 30         |       |       | 30       |       |       | 30       | 00       |          | 30    |       |
| Link Distance (ft)         |       | 348        |       |       | 173      |       |       | 172      |          |          | 290   |       |
| Travel Time (s)            |       | 7.9        |       |       | 3.9      |       |       | 3.9      |          |          | 6.6   |       |
| Peak Hour Factor           | 0.81  | 0.81       | 0.81  | 0.91  | 0.91     | 0.91  | 0.78  | 0.78     | 0.78     | 0.63     | 0.63  | 0.63  |
| Heavy Vehicles (%)         | 2%    | 10%        | 2%    | 3%    | 10%      | 2%    | 3%    | 3%       | 3%       | 2%       | 2%    | 2%    |
| Adj. Flow (vph)            | 1     | 172        | 16    | 433   | 98       | 45    | 10    | 4        | 149      | 38       | 5     | 2 /0  |
| Shared Lane Traffic (%)    | l l   | 172        | 10    | 35%   | 90       | 40    | 10    | 4        | 46%      | 30       | 5     | Z     |
| Lane Group Flow (vph)      | 0     | 189        | 0     | 281   | 295      | 0     | 0     | 83       | 80       | 0        | 45    | 0     |
| Enter Blocked Intersection | No    | No         | No    | No    | No       | No    | No    | No       | No       | No       | No    | No    |
|                            | Left  |            |       | Left  | Left     |       | Left  |          |          | Left     |       |       |
| Lane Alignment             | Leit  | Left<br>11 | Right | Leit  | 11       | Right | Leit  | Left     | Right    | Leit     | Left  | Right |
| Median Width(ft)           |       |            |       |       | 0        |       |       | 0        |          |          | 0     |       |
| Link Offset(ft)            |       | 0<br>16    |       |       | 16       |       |       | 0<br>16  |          |          | 16    |       |
| Crosswalk Width(ft)        |       | 10         |       |       | 10       |       |       | 10       |          |          | 10    |       |
| Two way Left Turn Lane     | 4.00  | 0.00       | 4.00  | 4.04  | 4.04     | 4.00  | 4.00  | 4.00     | 4.00     | 4.00     | 0.00  | 4.00  |
| Headway Factor             | 1.00  | 0.96       | 1.00  | 1.04  | 1.04     | 1.00  | 1.00  | 1.09     | 1.09     | 1.00     | 0.88  | 1.00  |
| Turning Speed (mph)        | 15    | _          | 9     | 15    | _        | 9     | 15    | 0        | 9        | 15       | _     | 9     |
| Number of Detectors        | 1     | 2          |       | 1     | 2        |       | 1     | 2        | 1        | 1        | 2     |       |
| Detector Template          | Left  | Thru       |       | Left  | Thru     |       | Left  | Thru     | Right    | Left     | Thru  |       |
| Leading Detector (ft)      | 20    | 100        |       | 20    | 100      |       | 20    | 100      | 20       | 20       | 100   |       |
| Trailing Detector (ft)     | 0     | 0          |       | 0     | 0        |       | 0     | 0        | 0        | 0        | 0     |       |
| Detector 1 Position(ft)    | 0     | 0          |       | 0     | 0        |       | 0     | 0        | 0        | 0        | 0     |       |
| Detector 1 Size(ft)        | 20    | 6          |       | 20    | 6        |       | 20    | 6        | 20       | 20       | 6     |       |
| Detector 1 Type            | Cl+Ex | CI+Ex      |       | CI+Ex | CI+Ex    |       | CI+Ex | Cl+Ex    | CI+Ex    | Cl+Ex    | CI+Ex |       |
| Detector 1 Channel         | 0.0   |            |       | 0.0   | 2.0      |       |       | 0.0      |          | 0.0      |       |       |
| 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)    |       | 94         |       |       | 94       |       |       | 94       |          |          | 94    |       |
| Detector 2 Size(ft)        |       | 6          |       |       | 6        |       |       | 6        |          |          | 6     |       |
| Detector 2 Type            |       | CI+Ex      |       |       | CI+Ex    |       |       | CI+Ex    |          |          | Cl+Ex |       |
| Detector 2 Channel         |       |            |       |       |          |       |       |          |          |          |       |       |
| Detector 2 Extend (s)      |       | 0.0        |       |       | 0.0      |       |       | 0.0      |          |          | 0.0   |       |
| Turn Type                  | Perm  | NA         |       | pm+pt | NA       |       | pm+pt | NA       | pm+ov    | pm+pt    | NA    |       |

AKRF, Inc.

|                         | ۶     | <b>→</b> | $\rightarrow$ | •     | <b>←</b> | •   | 4     | <b>†</b> | <b>/</b> | <b>&gt;</b> | ļ     | 4   |
|-------------------------|-------|----------|---------------|-------|----------|-----|-------|----------|----------|-------------|-------|-----|
| Lane Group              | EBL   | EBT      | EBR           | WBL   | WBT      | WBR | NBL   | NBT      | NBR      | SBL         | SBT   | SBR |
| Protected Phases        |       | 6        |               | 5     | 6        |     | 8     | 7        | 5        | 8           | 7     |     |
| Permitted Phases        | 6     |          |               | 6     |          |     | 7     |          | 7        | 7           |       |     |
| Detector Phase          | 6     | 6        |               | 5     | 6        |     | 8     | 7        | 5        | 8           | 7     |     |
| 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)         | 41.0  | 41.0     |               | 41.0  | 41.0     |     | 41.0  | 41.0     | 41.0     | 41.0        | 41.0  |     |
| Total Split (%)         | 25.0% | 25.0%    |               | 25.0% | 25.0%    |     | 25.0% | 25.0%    | 25.0%    | 25.0%       | 25.0% |     |
| Maximum Green (s)       | 35.0  | 35.0     |               | 35.0  | 35.0     |     | 35.0  | 35.0     | 35.0     | 35.0        | 35.0  |     |
| Yellow Time (s)         | 4.0   | 4.0      |               | 4.0   | 4.0      |     | 4.0   | 4.0      | 4.0      | 4.0         | 4.0   |     |
| All-Red Time (s)        | 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   | Lag      |               | Lead  | Lag      |     | Lag   | Lead     | 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         | 3.0   |     |
| Recall Mode             | C-Max | C-Max    |               | None  | C-Max    |     | None  | None     | None     | None        | None  |     |
| Walk Time (s)           | 7.0   | 7.0      |               | 7.0   | 7.0      |     |       | 7.0      | 7.0      |             | 7.0   |     |
| Flash Dont Walk (s)     | 18.0  | 18.0     |               | 18.0  | 18.0     |     |       | 18.0     | 18.0     |             | 18.0  |     |
| Pedestrian Calls (#/hr) | 0     | 0        |               | 0     | 0        |     |       | 0        | 0        |             | 0     |     |
| Act Effct Green (s)     |       | 118.4    |               | 136.3 | 136.3    |     |       | 9.7      | 33.6     |             | 9.7   |     |
| Actuated g/C Ratio      |       | 0.72     |               | 0.83  | 0.83     |     |       | 0.06     | 0.20     |             | 0.06  |     |
| v/c Ratio               |       | 0.15     |               | 0.29  | 0.28     |     |       | 0.57     | 0.23     |             | 0.65  |     |
| Control Delay           |       | 8.8      |               | 2.8   | 2.7      |     |       | 36.1     | 10.0     |             | 110.4 |     |
| Queue Delay             |       | 0.0      |               | 1.8   | 4.9      |     |       | 0.0      | 0.0      |             | 0.0   |     |
| Total Delay             |       | 8.8      |               | 4.6   | 7.6      |     |       | 36.1     | 10.0     |             | 110.4 |     |
| LOS                     |       | Α        |               | Α     | Α        |     |       | D        | Α        |             | F     |     |
| Approach Delay          |       | 8.8      |               |       | 6.2      |     |       | 23.3     |          |             | 110.4 |     |
| Approach LOS            |       | Α        |               |       | Α        |     |       | С        |          |             | F     |     |

## Intersection Summary

Area Type: Other

Cycle Length: 164

Actuated Cycle Length: 164

Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 14.4 Intersection LOS: B Intersection Capacity Utilization 45.9% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Parking Lot Driveway & Croton Point Ave.



|                            | ۶    | <b>→</b>   | •     | •      | <b>←</b> | •     | 4    | <b>†</b> | ~     | <b>/</b> | ļ     | 4     |
|----------------------------|------|------------|-------|--------|----------|-------|------|----------|-------|----------|-------|-------|
| Lane Group                 | EBL  | EBT        | EBR   | WBL    | WBT      | WBR   | NBL  | NBT      | NBR   | SBL      | SBT   | SBR   |
| Lane Configurations        |      | <b>∱</b> } |       |        | 414      |       |      |          |       |          | 4     | 7     |
| Traffic Volume (vph)       | 0    | 186        | 92    | 427    | 265      | 0     | 0    | 0        | 0     | 78       | 0     | 259   |
| Future Volume (vph)        | 0    | 186        | 92    | 427    | 265      | 0     | 0    | 0        | 0     | 78       | 0     | 259   |
| Ideal Flow (vphpl)         | 1900 | 1900       | 1900  | 1900   | 1900     | 1900  | 1900 | 1900     | 1900  | 1900     | 1900  | 1900  |
| Lane Width (ft)            | 12   | 11         | 12    | 12     | 11       | 12    | 12   | 12       | 12    | 12       | 12    | 12    |
| Storage Length (ft)        | 0    |            | 0     | 0      |          | 0     | 0    |          | 0     | 0        |       | 200   |
| Storage Lanes              | 0    |            | 0     | 0      |          | 0     | 0    |          | 0     | 0        |       | 1     |
| Taper Length (ft)          | 25   |            |       | 25     |          |       | 25   |          |       | 25       |       |       |
| Lane Util. Factor          | 1.00 | 0.95       | 0.95  | 0.95   | 0.95     | 1.00  | 1.00 | 1.00     | 1.00  | 1.00     | 0.95  | 0.95  |
| Frt                        |      | 0.950      |       |        |          |       |      |          |       |          | 0.917 | 0.850 |
| Flt Protected              |      |            |       |        | 0.970    |       |      |          |       |          | 0.978 |       |
| Satd. Flow (prot)          | 0    | 3014       | 0     | 0      | 3224     | 0     | 0    | 0        | 0     | 0        | 1542  | 1461  |
| Flt Permitted              | -    |            | •     | -      | 0.604    | •     | •    | •        |       | •        | 0.978 |       |
| Satd. Flow (perm)          | 0    | 3014       | 0     | 0      | 2007     | 0     | 0    | 0        | 0     | 0        | 1542  | 1461  |
| Right Turn on Red          | •    |            | No    | •      |          | Yes   | •    | •        | Yes   |          |       | No    |
| Satd. Flow (RTOR)          |      |            |       |        |          |       |      |          |       |          |       |       |
| Link Speed (mph)           |      | 30         |       |        | 30       |       |      | 30       |       |          | 30    |       |
| Link Distance (ft)         |      | 173        |       |        | 412      |       |      | 431      |       |          | 494   |       |
| Travel Time (s)            |      | 3.9        |       |        | 9.4      |       |      | 9.8      |       |          | 11.2  |       |
| Peak Hour Factor           | 0.82 | 0.82       | 0.82  | 0.89   | 0.89     | 0.89  | 0.92 | 0.92     | 0.92  | 0.85     | 0.85  | 0.85  |
| Heavy Vehicles (%)         | 2%   | 10%        | 10%   | 5%     | 5%       | 2%    | 2%   | 2%       | 2%    | 5%       | 5%    | 5%    |
| Adj. Flow (vph)            | 0    | 227        | 112   | 480    | 298      | 0     | 0    | 0        | 0     | 92       | 0     | 305   |
| Shared Lane Traffic (%)    |      |            |       |        |          |       |      |          |       |          |       | 37%   |
| Lane Group Flow (vph)      | 0    | 339        | 0     | 0      | 778      | 0     | 0    | 0        | 0     | 0        | 205   | 192   |
| Enter Blocked Intersection | No   | No         | No    | No     | No       | No    | No   | No       | No    | No       | No    | No    |
| Lane Alignment             | Left | Left       | Right | Left   | Left     | Right | Left | Left     | Right | Left     | Left  | Right |
| Median Width(ft)           |      | 0          |       |        | 0        |       |      | 0        |       |          | 0     |       |
| Link Offset(ft)            |      | 0          |       |        | 0        |       |      | 0        |       |          | 0     |       |
| Crosswalk Width(ft)        |      | 16         |       |        | 16       |       |      | 16       |       |          | 16    |       |
| Two way Left Turn Lane     |      |            |       |        |          |       |      |          |       |          |       |       |
| Headway Factor             | 1.00 | 1.04       | 1.00  | 1.00   | 1.04     | 1.00  | 1.00 | 1.00     | 1.00  | 1.00     | 1.00  | 1.00  |
| Turning Speed (mph)        | 15   |            | 9     | 15     |          | 9     | 15   |          | 9     | 15       |       | 9     |
| Number of Detectors        |      | 2          |       | 1      | 2        |       |      |          |       | 1        | 2     | 1     |
| Detector Template          |      | Thru       |       | Left   | Thru     |       |      |          |       | Left     | Thru  | Right |
| Leading Detector (ft)      |      | 100        |       | 20     | 100      |       |      |          |       | 20       | 100   | 20    |
| Trailing Detector (ft)     |      | 0          |       | 0      | 0        |       |      |          |       | 0        | 0     | 0     |
| Detector 1 Position(ft)    |      | 0          |       | 0      | 0        |       |      |          |       | 0        | 0     | 0     |
| Detector 1 Size(ft)        |      | 6          |       | 20     | 6        |       |      |          |       | 20       | 6     | 20    |
| Detector 1 Type            |      | CI+Ex      |       | CI+Ex  | CI+Ex    |       |      |          |       | CI+Ex    | CI+Ex | CI+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)    |      | 94         |       |        | 94       |       |      |          |       |          | 94    |       |
| Detector 2 Size(ft)        |      | 6          |       |        | 6        |       |      |          |       |          | 6     |       |
| Detector 2 Type            |      | Cl+Ex      |       |        | Cl+Ex    |       |      |          |       |          | CI+Ex |       |
| Detector 2 Channel         |      |            |       |        |          |       |      |          |       |          |       |       |
| Detector 2 Extend (s)      |      | 0.0        |       |        | 0.0      |       |      |          |       |          | 0.0   |       |
| Turn Type                  |      | NA         |       | custom | NA       |       |      |          |       | Perm     | NA    | Perm  |

| Lane Group                 | Ø2 | Ø3 | Ø4  | Ø6 | Ø8 |
|----------------------------|----|----|-----|----|----|
| Lane Configurations        | ~  | ~~ | ~ . | ~~ | ~0 |
| Traffic Volume (vph)       |    |    |     |    |    |
| Future Volume (vph)        |    |    |     |    |    |
| Ideal Flow (vphpl)         |    |    |     |    |    |
|                            |    |    |     |    |    |
| Lane Width (ft)            |    |    |     |    |    |
| Storage Length (ft)        |    |    |     |    |    |
| Storage Lanes              |    |    |     |    |    |
| Taper Length (ft)          |    |    |     |    |    |
| Lane Util. Factor          |    |    |     |    |    |
| Frt                        |    |    |     |    |    |
| Flt Protected              |    |    |     |    |    |
| Satd. Flow (prot)          |    |    |     |    |    |
| Flt Permitted              |    |    |     |    |    |
| Satd. Flow (perm)          |    |    |     |    |    |
| Right Turn on Red          |    |    |     |    |    |
| Satd. Flow (RTOR)          |    |    |     |    |    |
| Link Speed (mph)           |    |    |     |    |    |
| Link Distance (ft)         |    |    |     |    |    |
| Travel Time (s)            |    |    |     |    |    |
| Peak Hour Factor           |    |    |     |    |    |
| Heavy Vehicles (%)         |    |    |     |    |    |
| Adj. Flow (vph)            |    |    |     |    |    |
| Shared Lane Traffic (%)    |    |    |     |    |    |
| Lane Group Flow (vph)      |    |    |     |    |    |
| Enter Blocked Intersection |    |    |     |    |    |
| Lane Alignment             |    |    |     |    |    |
| Median Width(ft)           |    |    |     |    |    |
| Link Offset(ft)            |    |    |     |    |    |
| Crosswalk Width(ft)        |    |    |     |    |    |
| Two way Left Turn Lane     |    |    |     |    |    |
| Headway Factor             |    |    |     |    |    |
| Turning Speed (mph)        |    |    |     |    |    |
| Number of Detectors        |    |    |     |    |    |
| Detector Template          |    |    |     |    |    |
| Leading Detector (ft)      |    |    |     |    |    |
| Trailing Detector (ft)     |    |    |     |    |    |
| Detector 1 Position(ft)    |    |    |     |    |    |
| Detector 1 Size(ft)        |    |    |     |    |    |
| Detector 1 Type            |    |    |     |    |    |
| Detector 1 Channel         |    |    |     |    |    |
| Detector 1 Extend (s)      |    |    |     |    |    |
| Detector 1 Queue (s)       |    |    |     |    |    |
| Detector 1 Delay (s)       |    |    |     |    |    |
| Detector 2 Position(ft)    |    |    |     |    |    |
| Detector 2 Size(ft)        |    |    |     |    |    |
| Detector 2 Type            |    |    |     |    |    |
| Detector 2 Channel         |    |    |     |    |    |
| Detector 2 Extend (s)      |    |    |     |    |    |
| Turn Type                  |    |    |     |    |    |
|                            |    |    |     |    |    |

2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.

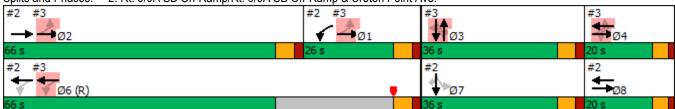
|                           | ۶            | <b>→</b> | •          | •      | <b>←</b> | 4   | 4   | <b>†</b> | ~   | -     | <b>+</b> | 4     |
|---------------------------|--------------|----------|------------|--------|----------|-----|-----|----------|-----|-------|----------|-------|
| Lane Group                | EBL          | EBT      | EBR        | WBL    | WBT      | WBR | NBL | NBT      | NBR | SBL   | SBT      | SBR   |
| Protected Phases          |              | 28       |            | 1      | 68       |     |     |          |     |       | 7        |       |
| Permitted Phases          |              |          |            | 6      |          |     |     |          |     | 7     |          | 7     |
| Detector Phase            |              | 28       |            | 1      | 68       |     |     |          |     | 7     | 7        | 7     |
| Switch Phase              |              |          |            |        |          |     |     |          |     |       |          |       |
| Minimum Initial (s)       |              |          |            | 5.0    |          |     |     |          |     | 5.0   | 5.0      | 5.0   |
| Minimum Split (s)         |              |          |            | 22.0   |          |     |     |          |     | 31.0  | 31.0     | 31.0  |
| Total Split (s)           |              |          |            | 26.0   |          |     |     |          |     | 36.0  | 36.0     | 36.0  |
| Total Split (%)           |              |          |            | 17.6%  |          |     |     |          |     | 24.3% | 24.3%    | 24.3% |
| Maximum Green (s)         |              |          |            | 20.0   |          |     |     |          |     | 30.0  | 30.0     | 30.0  |
| Yellow Time (s)           |              |          |            | 4.0    |          |     |     |          |     | 4.0   | 4.0      | 4.0   |
| All-Red Time (s)          |              |          |            | 2.0    |          |     |     |          |     | 2.0   | 2.0      | 2.0   |
| Lost Time Adjust (s)      |              |          |            |        |          |     |     |          |     |       | 0.0      | 0.0   |
| Total Lost Time (s)       |              |          |            |        |          |     |     |          |     |       | 6.0      | 6.0   |
| Lead/Lag                  |              |          |            | Lag    |          |     |     |          |     | Lead  | Lead     | Lead  |
| Lead-Lag Optimize?        |              |          |            | Yes    |          |     |     |          |     | Yes   | Yes      | Yes   |
| Vehicle Extension (s)     |              |          |            | 1.0    |          |     |     |          |     | 2.0   | 2.0      | 2.0   |
| Recall Mode               |              |          |            | None   |          |     |     |          |     | Min   | Min      | Min   |
| Walk Time (s)             |              |          |            |        |          |     |     |          |     | 7.0   | 7.0      | 7.0   |
| Flash Dont Walk (s)       |              |          |            |        |          |     |     |          |     | 18.0  | 18.0     | 18.0  |
| Pedestrian Calls (#/hr)   |              |          |            |        |          |     |     |          |     | 0     | 0        | 0     |
| Act Effct Green (s)       |              | 37.9     |            |        | 112.5    |     |     |          |     |       | 23.5     | 23.5  |
| Actuated g/C Ratio        |              | 0.26     |            |        | 0.76     |     |     |          |     |       | 0.16     | 0.16  |
| v/c Ratio                 |              | 0.44     |            |        | 0.37     |     |     |          |     |       | 0.84     | 0.83  |
| Control Delay             |              | 49.0     |            |        | 8.2      |     |     |          |     |       | 87.7     | 87.6  |
| Queue Delay               |              | 0.1      |            |        | 0.3      |     |     |          |     |       | 0.0      | 0.0   |
| Total Delay               |              | 49.1     |            |        | 8.5      |     |     |          |     |       | 87.7     | 87.6  |
| LOS                       |              | D        |            |        | Α        |     |     |          |     |       | F        | F     |
| Approach Delay            |              | 49.1     |            |        | 8.5      |     |     |          |     |       | 87.6     |       |
| Approach LOS              |              | D        |            |        | Α        |     |     |          |     |       | F        |       |
| Intersection Summary      |              |          |            |        |          |     |     |          |     |       |          |       |
| Area Type:                | Other        |          |            |        |          |     |     |          |     |       |          |       |
| Cycle Length: 148         |              |          |            |        |          |     |     |          |     |       |          |       |
| Actuated Cycle Length: 14 |              |          |            |        |          |     |     |          |     |       |          |       |
| Offset: 95 (64%), Referen | ced to phase | 6:WBTL,  | Start of ' | Yellow |          |     |     |          |     |       |          |       |
| Natural Cycle: 115        |              |          |            |        |          |     |     |          |     |       |          |       |
| Control Type: Actuated-C  | oordinated   |          |            |        |          |     |     |          |     |       |          |       |

Maximum v/c Ratio: 1.30

Intersection LOS: D Intersection Signal Delay: 38.3 Intersection Capacity Utilization 56.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.



AKRF, Inc.

| Lane Group              | Ø2   | Ø3   | Ø4   | Ø6    | Ø8   |
|-------------------------|------|------|------|-------|------|
| Protected Phases        | 2    | 3    | 4    | 6     | 8    |
| Permitted Phases        |      |      |      |       |      |
| Detector Phase          |      |      |      |       |      |
| Switch Phase            |      |      |      |       |      |
| Minimum Initial (s)     | 10.0 | 5.0  | 4.0  | 10.0  | 4.0  |
| Minimum Split (s)       | 39.0 | 22.0 | 20.0 | 29.0  | 20.0 |
| Total Split (s)         | 66.0 | 36.0 | 20.0 | 66.0  | 20.0 |
| Total Split (%)         | 45%  | 24%  | 14%  | 45%   | 14%  |
| Maximum Green (s)       | 60.0 | 30.0 | 15.0 | 60.0  | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |
| Total Lost Time (s)     |      |      |      |       |      |
| Lead/Lag                | Lead | Lead | Lag  |       | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  |
| Vehicle Extension (s)   | 3.0  | 2.0  | 3.0  | 2.0   | 3.0  |
| Recall Mode             | Min  | None | None | C-Max | None |
| Walk Time (s)           | 7.0  |      |      | 7.0   |      |
| Flash Dont Walk (s)     | 26.0 |      |      | 16.0  |      |
| Pedestrian Calls (#/hr) | 0    |      |      | 0     |      |
| Act Effct Green (s)     |      |      |      |       |      |
| Actuated g/C Ratio      |      |      |      |       |      |
| v/c Ratio               |      |      |      |       |      |
| Control Delay           |      |      |      |       |      |
| Queue Delay             |      |      |      |       |      |
| Total Delay             |      |      |      |       |      |
| LOS                     |      |      |      |       |      |
| Approach Delay          |      |      |      |       |      |
| Approach LOS            |      |      |      |       |      |
| Intersection Summary    |      |      |      |       |      |
| intersection Summary    |      |      |      |       |      |

|                            | ۶     | -     | •     | •     | <b>←</b> | •     | •     | <b>†</b> | ~     | <b>&gt;</b> | ţ     | 1     |
|----------------------------|-------|-------|-------|-------|----------|-------|-------|----------|-------|-------------|-------|-------|
| Lane Group                 | EBL   | EBT   | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR   | SBL         | SBT   | SBR   |
| Lane Configurations        |       | 4îb   |       |       | 4TÞ      |       |       | 4        |       |             | 4     |       |
| Traffic Volume (vph)       | 1     | 189   | 80    | 86    | 515      | 1     | 166   | 1        | 186   | 5           | 3     | 9     |
| Future Volume (vph)        | 1     | 189   | 80    | 86    | 515      | 1     | 166   | 1        | 186   | 5           | 3     | 9     |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900        | 1900  | 1900  |
| Lane Width (ft)            | 12    | 11    | 12    | 12    | 11       | 12    | 12    | 12       | 12    | 12          | 12    | 12    |
| Lane Util. Factor          | 0.95  | 0.95  | 0.95  | 0.95  | 0.95     | 0.95  | 1.00  | 1.00     | 1.00  | 1.00        | 1.00  | 1.00  |
| Frt                        |       | 0.955 |       |       |          |       |       | 0.929    |       |             | 0.925 |       |
| Flt Protected              |       |       |       |       | 0.993    |       |       | 0.977    |       |             | 0.986 |       |
| Satd. Flow (prot)          | 0     | 3174  | 0     | 0     | 3300     | 0     | 0     | 1643     | 0     | 0           | 1699  | 0     |
| Flt Permitted              |       | 0.905 |       |       | 0.830    |       |       | 0.841    |       |             | 0.896 |       |
| Satd. Flow (perm)          | 0     | 2873  | 0     | 0     | 2759     | 0     | 0     | 1414     | 0     | 0           | 1544  | 0     |
| Right Turn on Red          |       |       | Yes   |       |          | Yes   |       |          | No    |             |       | Yes   |
| Satd. Flow (RTOR)          |       | 90    |       |       |          |       |       |          |       |             | 10    |       |
| Link Speed (mph)           |       | 30    |       |       | 30       |       |       | 30       |       |             | 30    |       |
| Link Distance (ft)         |       | 412   |       |       | 477      |       |       | 589      |       |             | 82    |       |
| Travel Time (s)            |       | 9.4   |       |       | 10.8     |       |       | 13.4     |       |             | 1.9   |       |
| Peak Hour Factor           | 0.89  | 0.89  | 0.89  | 0.90  | 0.90     | 0.90  | 0.95  | 0.95     | 0.95  | 0.92        | 0.92  | 0.92  |
| Heavy Vehicles (%)         | 2%    | 5%    | 5%    | 5%    | 5%       | 2%    | 5%    | 2%       | 5%    | 2%          | 2%    | 2%    |
| Adj. Flow (vph)            | 1     | 212   | 90    | 96    | 572      | 1     | 175   | 1        | 196   | 5           | 3     | 10    |
| Shared Lane Traffic (%)    |       |       |       |       |          |       |       |          |       |             |       |       |
| Lane Group Flow (vph)      | 0     | 303   | 0     | 0     | 669      | 0     | 0     | 372      | 0     | 0           | 18    | 0     |
| Enter Blocked Intersection | No    | No    | No    | No    | No       | No    | No    | No       | No    | No          | No    | No    |
| Lane Alignment             | Left  | Left  | Right | Left  | Left     | Right | Left  | Left     | Right | Left        | Left  | Right |
| Median Width(ft)           |       | 0     |       |       | 0        |       |       | 0        |       |             | 0     |       |
| Link Offset(ft)            |       | 0     |       |       | 0        |       |       | 0        |       |             | 0     |       |
| Crosswalk Width(ft)        |       | 16    |       |       | 16       |       |       | 16       |       |             | 16    |       |
| Two way Left Turn Lane     |       |       |       |       |          |       |       |          |       |             |       |       |
| Headway Factor             | 1.00  | 1.04  | 1.00  | 1.00  | 1.04     | 1.00  | 1.00  | 1.00     | 1.00  | 1.00        | 1.00  | 1.00  |
| Turning Speed (mph)        | 15    |       | 9     | 15    |          | 9     | 15    |          | 9     | 15          |       | 9     |
| Number of Detectors        | 1     | 2     |       | 1     | 2        |       | 1     | 2        |       | 1           | 2     |       |
| Detector Template          | Left  | Thru  |       | Left  | Thru     |       | Left  | Thru     |       | Left        | Thru  |       |
| Leading Detector (ft)      | 20    | 100   |       | 20    | 100      |       | 20    | 100      |       | 20          | 100   |       |
| Trailing Detector (ft)     | 0     | 0     |       | 0     | 0        |       | 0     | 0        |       | 0           | 0     |       |
| Detector 1 Position(ft)    | 0     | 0     |       | 0     | 0        |       | 0     | 0        |       | 0           | 0     |       |
| Detector 1 Size(ft)        | 20    | 6     |       | 20    | 6        |       | 20    | 6        |       | 20          | 6     |       |
| Detector 1 Type            | CI+Ex | CI+Ex |       | CI+Ex | CI+Ex    |       | CI+Ex | Cl+Ex    |       | CI+Ex       | CI+Ex |       |
| Detector 1 Channel         |       |       |       |       |          |       |       |          |       |             |       |       |
| Detector 1 Extend (s)      | 0.0   | 0.0   |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0         | 0.0   |       |
| Detector 1 Queue (s)       | 0.0   | 0.0   |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0         | 0.0   |       |
| Detector 1 Delay (s)       | 0.0   | 0.0   |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0         | 0.0   |       |
| Detector 2 Position(ft)    |       | 94    |       |       | 94       |       |       | 94       |       |             | 94    |       |
| Detector 2 Size(ft)        |       | 6     |       |       | 6        |       |       | 6        |       |             | 6     |       |
| Detector 2 Type            |       | CI+Ex |       |       | Cl+Ex    |       |       | Cl+Ex    |       |             | CI+Ex |       |
| Detector 2 Channel         |       |       |       |       |          |       |       |          |       |             |       |       |
| Detector 2 Extend (s)      |       | 0.0   |       |       | 0.0      |       |       | 0.0      |       |             | 0.0   |       |
| Turn Type                  | Perm  | NA    |       | Perm  | NA       |       | Perm  | NA       |       | Perm        | NA    |       |
| Protected Phases           |       | 124   |       |       | 4 6      |       |       | 3        |       |             | 3     |       |
| Permitted Phases           | 124   |       |       | 4 6   |          |       | 3     |          |       | 3           |       |       |
| Detector Phase             | 124   | 124   |       | 4 6   | 4 6      |       | 3     | 3        |       | 3           | 3     |       |

| Lane Group                        | Ø1 | Ø2 | Ø4 | Ø6       | Ø7 | Ø8       |
|-----------------------------------|----|----|----|----------|----|----------|
| Lane Configurations               |    |    |    |          |    |          |
| Traffic Volume (vph)              |    |    |    |          |    |          |
| Future Volume (vph)               |    |    |    |          |    |          |
| Ideal Flow (vphpl)                |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |
| Lane Width (ft) Lane Util. Factor |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |
| Frt                               |    |    |    |          |    |          |
| Flt Protected                     |    |    |    |          |    |          |
| Satd. Flow (prot)                 |    |    |    |          |    |          |
| Flt Permitted                     |    |    |    |          |    |          |
| Satd. Flow (perm)                 |    |    |    |          |    |          |
| Right Turn on Red                 |    |    |    |          |    |          |
| Satd. Flow (RTOR)                 |    |    |    |          |    |          |
| Link Speed (mph)                  |    |    |    |          |    |          |
| Link Distance (ft)                |    |    |    |          |    |          |
| Travel Time (s)                   |    |    |    |          |    |          |
| Peak Hour Factor                  |    |    |    |          |    |          |
| Heavy Vehicles (%)                |    |    |    |          |    |          |
| Adj. Flow (vph)                   |    |    |    |          |    |          |
| Shared Lane Traffic (%)           |    |    |    |          |    |          |
| Lane Group Flow (vph)             |    |    |    |          |    |          |
| Enter Blocked Intersection        |    |    |    |          |    |          |
| Lane Alignment                    |    |    |    |          |    |          |
| Median Width(ft)                  |    |    |    |          |    |          |
| Link Offset(ft)                   |    |    |    |          |    |          |
| Crosswalk Width(ft)               |    |    |    |          |    |          |
| Two way Left Turn Lane            |    |    |    |          |    |          |
| Headway Factor                    |    |    |    |          |    |          |
| Turning Speed (mph)               |    |    |    |          |    |          |
| Number of Detectors               |    |    |    |          |    |          |
| Detector Template                 |    |    |    |          |    |          |
| Leading Detector (ft)             |    |    |    |          |    |          |
| Trailing Detector (ft)            |    |    |    |          |    |          |
| Detector 1 Position(ft)           |    |    |    |          |    |          |
| Detector 1 Size(ft)               |    |    |    |          |    |          |
| Detector 1 Type                   |    |    |    |          |    |          |
| Detector 1 Channel                |    |    |    |          |    |          |
| Detector 1 Extend (s)             |    |    |    |          |    |          |
| Detector 1 Queue (s)              |    |    |    |          |    |          |
| Detector 1 Delay (s)              |    |    |    |          |    |          |
| Detector 2 Position(ft)           |    |    |    |          |    |          |
| Detector 2 Size(ft)               |    |    |    |          |    |          |
| Detector 2 Type                   |    |    |    |          |    |          |
| Detector 2 Channel                |    |    |    |          |    |          |
| Detector 2 Extend (s)             |    |    |    |          |    |          |
| Turn Type                         |    |    |    |          |    |          |
| Protected Phases                  | 1  | 2  | 4  | 6        | 7  | 8        |
| Permitted Phases                  | ,  | _  | r  | <u> </u> | ,  | <u> </u> |
| Detector Phase                    |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |

|                               | •             | <b>→</b> | $\rightarrow$ | •         | <b>←</b>   | •          | 4           | <b>†</b>   | /   | <b>&gt;</b> | ļ           | 1   |
|-------------------------------|---------------|----------|---------------|-----------|------------|------------|-------------|------------|-----|-------------|-------------|-----|
| Lane Group                    | EBL           | EBT      | EBR           | WBL       | WBT        | WBR        | NBL         | NBT        | NBR | SBL         | SBT         | SBR |
| Switch Phase                  |               |          |               |           |            |            |             |            |     |             |             |     |
| Minimum Initial (s)           |               |          |               |           |            |            | 5.0         | 5.0        |     | 5.0         | 5.0         |     |
| Minimum Split (s)             |               |          |               |           |            |            | 22.0        | 22.0       |     | 22.0        | 22.0        |     |
| Total Split (s)               |               |          |               |           |            |            | 36.0        | 36.0       |     | 36.0        | 36.0        |     |
| Total Split (%)               |               |          |               |           |            |            | 24.3%       | 24.3%      |     | 24.3%       | 24.3%       |     |
| Maximum Green (s)             |               |          |               |           |            |            | 30.0        | 30.0       |     | 30.0        | 30.0        |     |
| Yellow Time (s)               |               |          |               |           |            |            | 4.0         | 4.0        |     | 4.0         | 4.0         |     |
| All-Red Time (s)              |               |          |               |           |            |            | 2.0         | 2.0        |     | 2.0         | 2.0         |     |
| Lost Time Adjust (s)          |               |          |               |           |            |            |             | 0.0        |     |             | 0.0         |     |
| Total Lost Time (s)           |               |          |               |           |            |            |             | 6.0        |     |             | 6.0         |     |
| Lead/Lag                      |               |          |               |           |            |            | Lead        | Lead       |     | Lead        | Lead        |     |
| Lead-Lag Optimize?            |               |          |               |           |            |            | Yes         | Yes        |     | Yes         | Yes         |     |
| Vehicle Extension (s)         |               |          |               |           |            |            | 2.0         | 2.0        |     | 2.0         | 2.0         |     |
| Recall Mode                   |               |          |               |           |            |            | None        | None       |     | None        | None        |     |
| Walk Time (s)                 |               |          |               |           |            |            | 110110      | 110110     |     | 110110      | 110110      |     |
| Flash Dont Walk (s)           |               |          |               |           |            |            |             |            |     |             |             |     |
| Pedestrian Calls (#/hr)       |               |          |               |           |            |            |             |            |     |             |             |     |
| Act Effct Green (s)           |               | 106.0    |               |           | 107.0      |            |             | 30.0       |     |             | 30.0        |     |
| Actuated g/C Ratio            |               | 0.72     |               |           | 0.72       |            |             | 0.20       |     |             | 0.20        |     |
| v/c Ratio                     |               | 0.15     |               |           | 0.34       |            |             | 1.30       |     |             | 0.06        |     |
| Control Delay                 |               | 5.1      |               |           | 8.0        |            |             | 203.9      |     |             | 30.3        |     |
| Queue Delay                   |               | 0.0      |               |           | 0.7        |            |             | 0.0        |     |             | 0.0         |     |
| Total Delay                   |               | 5.1      |               |           | 8.8        |            |             | 203.9      |     |             | 30.3        |     |
| LOS                           |               | Α        |               |           | Α          |            |             | 200.9<br>F |     |             | 00.5<br>C   |     |
| Approach Delay                |               | 5.1      |               |           | 8.8        |            |             | 203.9      |     |             | 30.3        |     |
| Approach LOS                  |               | J. 1     |               |           | 0.0<br>A   |            |             | 203.9<br>F |     |             | 30.3<br>C   |     |
| ••                            |               |          |               |           |            |            |             | '          |     |             | <u> </u>    |     |
| Intersection Summary          | Other         |          |               |           |            |            |             |            |     |             |             |     |
| Area Type:                    | Other         |          |               |           |            |            |             |            |     |             |             |     |
| Cycle Length: 148             | 0             |          |               |           |            |            |             |            |     |             |             |     |
| Actuated Cycle Length: 148    |               | MOTI     | 01 . 1 . 1 .  | 7 . II .  |            |            |             |            |     |             |             |     |
| Offset: 95 (64%), Referenc    | ed to phase 6 | WBIL,    | Start of Y    | 'ellow    |            |            |             |            |     |             |             |     |
| Natural Cycle: 115            |               |          |               |           |            |            |             |            |     |             |             |     |
| Control Type: Actuated-Co     | ordinated     |          |               |           |            |            |             |            |     |             |             |     |
| Maximum v/c Ratio: 1.30       | 0.4 =         |          |               |           |            | 100 5      |             |            |     |             |             |     |
| Intersection Signal Delay: 6  |               |          |               |           | tersection |            |             |            |     |             |             |     |
| Intersection Capacity Utiliza | ation 66.1%   |          |               | IC        | U Level    | of Service | e C         |            |     |             |             |     |
| Analysis Period (min) 15      |               |          |               |           |            |            |             |            |     |             |             |     |
|                               | . 9/9A NB Ran | nps/Driv | eway & (      | Croton Po | int Ave.   |            |             |            |     |             |             |     |
| #2 #3                         |               |          | •             |           | #3         |            | #3          |            |     | #           | #3          |     |
| → <b>4</b> ø2                 |               |          |               | ۍ         | - Agi      |            | <b>Ĭ</b> ¶ø | 3          |     |             | <b>₩</b> Ø4 |     |
| 66 s                          |               |          |               | 26 s      | - 01       |            | 36 s        |            |     |             | 0 s         |     |
| #2 #3                         |               |          |               | 200       |            |            |             |            |     | _           | ‡2          |     |
| #2 #J                         |               |          |               |           |            |            | #2          |            |     | 17          | -           |     |

| Lane Group              | Ø1   | Ø2   | Ø4   | Ø6    | Ø7   | Ø8   |
|-------------------------|------|------|------|-------|------|------|
| Switch Phase            |      |      |      |       |      |      |
| Minimum Initial (s)     | 5.0  | 10.0 | 4.0  | 10.0  | 5.0  | 4.0  |
| Minimum Split (s)       | 22.0 | 39.0 | 20.0 | 29.0  | 31.0 | 20.0 |
| Total Split (s)         | 26.0 | 66.0 | 20.0 | 66.0  | 36.0 | 20.0 |
| Total Split (%)         | 18%  | 45%  | 14%  | 45%   | 24%  | 14%  |
| Maximum Green (s)       | 20.0 | 60.0 | 15.0 | 60.0  | 30.0 | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 4.0  | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 2.0  | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |      |
| Total Lost Time (s)     |      |      |      |       |      |      |
| Lead/Lag                | Lag  | Lead | Lag  |       | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  | Yes  |
| Vehicle Extension (s)   | 1.0  | 3.0  | 3.0  | 2.0   | 2.0  | 3.0  |
| Recall Mode             | None | Min  | None | C-Max | Min  | None |
| Walk Time (s)           |      | 7.0  |      | 7.0   | 7.0  |      |
| Flash Dont Walk (s)     |      | 26.0 |      | 16.0  | 18.0 |      |
| Pedestrian Calls (#/hr) |      | 0    |      | 0     | 0    |      |
| Act Effct Green (s)     |      |      |      |       |      |      |
| Actuated g/C Ratio      |      |      |      |       |      |      |
| v/c Ratio               |      |      |      |       |      |      |
| Control Delay           |      |      |      |       |      |      |
| Queue Delay             |      |      |      |       |      |      |
| Total Delay             |      |      |      |       |      |      |
| LOS                     |      |      |      |       |      |      |
| Approach Delay          |      |      |      |       |      |      |
| Approach LOS            |      |      |      |       |      |      |
| Intersection Summary    |      |      |      |       |      |      |

|                            | ۶     | $\rightarrow$ | 4       | <b>†</b> | ļ        | 1       |
|----------------------------|-------|---------------|---------|----------|----------|---------|
| Lane Group                 | EBL   | EBR           | NBL     | NBT      | SBT      | SBR     |
| Lane Configurations        | 77    | LDIN          | HUL     | 41       | <u> </u> | 7       |
| Traffic Volume (vph)       | 240   | 142           | 79      | 59       | 63       | 510     |
| Future Volume (vph)        | 240   | 142           | 79      | 59       | 63       | 510     |
| Ideal Flow (vphpl)         | 1900  | 1900          | 1900    | 1900     | 1900     | 1900    |
| Lane Width (ft)            | 1300  | 11            | 10      | 10       | 10       | 10      |
| Lane Util. Factor          | 0.97  | 0.95          | 0.95    | 0.95     | 1.00     | 1.00    |
| Frt                        | 0.944 | 0.00          | 0.55    | 0.00     | 1.00     | 0.850   |
| Flt Protected              | 0.970 |               |         | 0.972    |          | 0.000   |
| Satd. Flow (prot)          | 3107  | 0             | 0       | 3119     | 1689     | 1436    |
| Flt Permitted              | 0.970 | U             | U       | 0.788    | 1009     | 1430    |
| Satd. Flow (perm)          | 3107  | 0             | 0       | 2529     | 1689     | 1436    |
|                            | 3107  |               | U       | 2029     | 1009     | Yes     |
| Right Turn on Red          | 404   | Yes           |         |          |          |         |
| Satd. Flow (RTOR)          | 161   |               |         | 00       | 00       | 567     |
| Link Speed (mph)           | 30    |               |         | 30       | 30       |         |
| Link Distance (ft)         | 477   |               |         | 366      | 519      |         |
| Travel Time (s)            | 10.8  |               |         | 8.3      | 11.8     |         |
| Peak Hour Factor           | 0.88  | 0.88          | 0.97    | 0.97     | 0.90     | 0.90    |
| Heavy Vehicles (%)         | 5%    | 5%            | 5%      | 5%       | 5%       | 5%      |
| Adj. Flow (vph)            | 273   | 161           | 81      | 61       | 70       | 567     |
| Shared Lane Traffic (%)    |       |               |         |          |          |         |
| Lane Group Flow (vph)      | 434   | 0             | 0       | 142      | 70       | 567     |
| Enter Blocked Intersection | No    | No            | No      | No       | No       | No      |
| Lane Alignment             | Left  | Right         | Left    | Left     | Left     | Right   |
| Median Width(ft)           | 22    |               |         | 0        | 0        |         |
| Link Offset(ft)            | 0     |               |         | 0        | 0        |         |
| Crosswalk Width(ft)        | 16    |               |         | 16       | 16       |         |
| Two way Left Turn Lane     |       |               |         |          |          |         |
| Headway Factor             | 1.04  | 1.04          | 1.09    | 1.09     | 1.09     | 1.09    |
| Turning Speed (mph)        | 15    | 9             | 15      | ,,,,,    |          | 9       |
| Turn Type                  | Prot  |               | Perm    | NA       | NA       | Perm    |
| Protected Phases           | 4     |               | 1 01111 | 2        | 6        | 1 01111 |
| Permitted Phases           |       |               | 2       |          |          | 6       |
| Minimum Split (s)          | 31.0  |               | 36.0    | 36.0     | 36.0     | 36.0    |
| ,                          | 31.0  |               | 36.0    | 36.0     | 36.0     | 36.0    |
| Total Split (%)            | 46.3% |               | 53.7%   |          | 53.7%    | 53.7%   |
| Total Split (%)            |       |               |         | 53.7%    |          |         |
| Maximum Green (s)          | 25.0  |               | 30.0    | 30.0     | 30.0     | 30.0    |
| 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     |
| Total Lost Time (s)        | 6.0   |               |         | 6.0      | 6.0      | 6.0     |
| Lead/Lag                   |       |               |         |          |          |         |
| Lead-Lag Optimize?         |       |               |         |          |          |         |
| Walk Time (s)              | 7.0   |               | 7.0     | 7.0      | 7.0      | 7.0     |
| Flash Dont Walk (s)        | 18.0  |               | 23.0    | 23.0     | 23.0     | 23.0    |
| Pedestrian Calls (#/hr)    | 0     |               | 0       | 0        | 0        | 0       |
| Act Effct Green (s)        | 25.0  |               |         | 30.0     | 30.0     | 30.0    |
| Actuated g/C Ratio         | 0.37  |               |         | 0.45     | 0.45     | 0.45    |
| v/c Ratio                  | 0.34  |               |         | 0.13     | 0.09     | 0.59    |
| Control Delay              | 10.1  |               |         | 11.2     | 11.1     | 4.2     |
| - Dollay                   | 10.1  |               |         | 11.4     | 1 1 . 1  | 7.4     |

|                            | •               | $\rightarrow$ | <b>1</b>    | <b>†</b>    | ţ         | ✓           |
|----------------------------|-----------------|---------------|-------------|-------------|-----------|-------------|
| Lane Group                 | EBL             | EBR           | NBL         | NBT         | SBT       | SBR         |
| Queue Delay                | 0.0             |               |             | 0.0         | 0.0       | 0.0         |
| Total Delay                | 10.1            |               |             | 11.2        | 11.1      | 4.2         |
| LOS                        | В               |               |             | В           | В         | Α           |
| Approach Delay             | 10.1            |               |             | 11.2        | 4.9       |             |
| Approach LOS               | В               |               |             | В           | Α         |             |
| Intersection Summary       |                 |               |             |             |           |             |
| Area Type:                 | Other           |               |             |             |           |             |
| Cycle Length: 67           |                 |               |             |             |           |             |
| Actuated Cycle Length: 6   | 67              |               |             |             |           |             |
| Offset: 0 (0%), Reference  | ed to phase 2:N | NBTL and      | d 6:SBT, \$ | Start of Gr | een       |             |
| Natural Cycle: 70          |                 |               |             |             |           |             |
| Control Type: Pretimed     |                 |               |             |             |           |             |
| Maximum v/c Ratio: 0.59    |                 |               |             |             |           |             |
| Intersection Signal Delay  |                 |               |             |             | ersection |             |
| Intersection Capacity Util |                 |               |             | IC          | U Level o | f Service A |
| Analysis Period (min) 15   |                 |               |             |             |           |             |
| 0.10                       | 0 D''-I- A      | 0.0           | (           | Α .         |           |             |
| Splits and Phases: 4: \$   | S. Riverside Av | e. & Cro      | ton Point   | Ave.        |           |             |
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|                            | ۶        | <b>→</b> | •        | •       | <b>←</b> | •      | 4       | †     | <i>&gt;</i> | <b>/</b> | ļ     | 4     |
|----------------------------|----------|----------|----------|---------|----------|--------|---------|-------|-------------|----------|-------|-------|
| Lane Group                 | EBL      | EBT      | EBR      | WBL     | WBT      | WBR    | NBL     | NBT   | NBR         | SBL      | SBT   | SBR   |
| Lane Configurations        |          | 4        |          |         | 4        |        |         | 4     | 7           |          | 4     |       |
| Traffic Volume (vph)       | 22       | 195      | 20       | 31      | 192      | 70     | 18      | 236   | 45          | 163      | 491   | 46    |
| Future Volume (vph)        | 22       | 195      | 20       | 31      | 192      | 70     | 18      | 236   | 45          | 163      | 491   | 46    |
| Ideal Flow (vphpl)         | 1900     | 1900     | 1900     | 1900    | 1900     | 1900   | 1900    | 1900  | 1900        | 1900     | 1900  | 1900  |
| Lane Width (ft)            | 12       | 16       | 12       | 12      | 16       | 12     | 12      | 10    | 9           | 12       | 12    | 12    |
| Lane Util. Factor          | 1.00     | 1.00     | 1.00     | 1.00    | 1.00     | 1.00   | 1.00    | 1.00  | 1.00        | 1.00     | 1.00  | 1.00  |
| Frt                        |          | 0.989    |          |         | 0.968    |        |         |       | 0.850       |          | 0.991 |       |
| Flt Protected              |          | 0.995    |          |         | 0.995    |        |         | 0.996 |             |          | 0.988 |       |
| Satd. Flow (prot)          | 0        | 2077     | 0        | 0       | 2025     | 0      | 0       | 1558  | 1425        | 0        | 1824  | 0     |
| Flt Permitted              |          | 0.946    |          |         | 0.942    |        |         | 0.924 |             |          | 0.789 |       |
| Satd. Flow (perm)          | 0        | 1975     | 0        | 0       | 1917     | 0      | 0       | 1446  | 1425        | 0        | 1456  | 0     |
| Right Turn on Red          |          |          | Yes      |         |          | Yes    | -       |       | Yes         |          |       | Yes   |
| Satd. Flow (RTOR)          |          | 7        |          |         | 24       |        |         |       | 54          |          | 7     |       |
| Link Speed (mph)           |          | 30       |          |         | 30       |        |         | 30    |             |          | 30    |       |
| Link Distance (ft)         |          | 274      |          |         | 342      |        |         | 519   |             |          | 365   |       |
| Travel Time (s)            |          | 6.2      |          |         | 7.8      |        |         | 11.8  |             |          | 8.3   |       |
| Peak Hour Factor           | 0.95     | 0.95     | 0.95     | 0.82    | 0.82     | 0.82   | 0.83    | 0.83  | 0.83        | 0.86     | 0.86  | 0.86  |
| Bus Blockages (#/hr)       | 0.00     | 0.00     | 0        | 1       | 1        | 1      | 0.00    | 0     | 0.00        | 0.00     | 0     | 0.00  |
| Parking (#/hr)             | <b>U</b> | •        | <b>U</b> | •       | •        | •      | •       | 0     | •           |          | · ·   | J     |
| Adj. Flow (vph)            | 23       | 205      | 21       | 38      | 234      | 85     | 22      | 284   | 54          | 190      | 571   | 53    |
| Shared Lane Traffic (%)    | 20       | 200      | 21       | 00      | 201      | 00     |         | 204   | O-T         | 100      | 071   | 00    |
| Lane Group Flow (vph)      | 0        | 249      | 0        | 0       | 357      | 0      | 0       | 306   | 54          | 0        | 814   | 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)           | Lon      | 12       | rugiit   | Loit    | 12       | rugiit | Loit    | 0     | ragne       | Loit     | 0     | ragin |
| Link Offset(ft)            |          | 0        |          |         | 0        |        |         | 0     |             |          | 0     |       |
| Crosswalk Width(ft)        |          | 16       |          |         | 16       |        |         | 16    |             |          | 16    |       |
| Two way Left Turn Lane     |          |          |          |         |          |        |         |       |             |          |       |       |
| Headway Factor             | 1.00     | 0.85     | 1.00     | 1.00    | 0.85     | 1.00   | 1.00    | 1.25  | 1.14        | 1.00     | 1.00  | 1.00  |
| Turning Speed (mph)        | 15       | 0.00     | 9        | 15      | 0.00     | 9      | 15      | 1.20  | 9           | 15       | 1.00  | 9     |
| Turn Type                  | Perm     | NA       | J        | Perm    | NA       | · ·    | Perm    | NA    | Perm        | Perm     | NA    | J     |
| Protected Phases           | 1 01111  | 4        |          | 1 01111 | 8        |        | 1 01111 | 2     | 1 01111     | 1 01111  | 6     |       |
| Permitted Phases           | 4        | •        |          | 8       | •        |        | 2       | _     | 2           | 6        | · ·   |       |
| Minimum Split (s)          | 31.0     | 31.0     |          | 31.0    | 31.0     |        | 40.0    | 40.0  | 40.0        | 40.0     | 40.0  |       |
| Total Split (s)            | 31.0     | 31.0     |          | 31.0    | 31.0     |        | 40.0    | 40.0  | 40.0        | 40.0     | 40.0  |       |
| Total Split (%)            | 43.7%    | 43.7%    |          | 43.7%   | 43.7%    |        | 56.3%   | 56.3% | 56.3%       | 56.3%    | 56.3% |       |
| Maximum Green (s)          | 25.0     | 25.0     |          | 25.0    | 25.0     |        | 34.0    | 34.0  | 34.0        | 34.0     | 34.0  |       |
| 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)       | 2.0      | 0.0      |          | 2.0     | 0.0      |        | 2.0     | 0.0   | 0.0         | 2.0      | 0.0   |       |
| Total Lost Time (s)        |          | 6.0      |          |         | 6.0      |        |         | 6.0   | 6.0         |          | 6.0   |       |
| Lead/Lag                   |          | 0.0      |          |         | 0.0      |        |         | 0.0   | 0.0         |          | 0.0   |       |
| Lead-Lag Optimize?         |          |          |          |         |          |        |         |       |             |          |       |       |
| Walk Time (s)              | 7.0      | 7.0      |          | 7.0     | 7.0      |        | 7.0     | 7.0   | 7.0         | 7.0      | 7.0   |       |
| Flash Dont Walk (s)        | 18.0     | 18.0     |          | 18.0    | 18.0     |        | 27.0    | 27.0  | 27.0        | 27.0     | 27.0  |       |
| Pedestrian Calls (#/hr)    | 0        | 0.0      |          | 0.0     | 0.0      |        | 0       | 0     | 0           | 0        | 0     |       |
| Act Effct Green (s)        | U        | 25.0     |          | U       | 25.0     |        | U       | 34.0  | 34.0        | U        | 34.0  |       |
| Actuated g/C Ratio         |          | 0.35     |          |         | 0.35     |        |         | 0.48  | 0.48        |          | 0.48  |       |
| v/c Ratio                  |          | 0.36     |          |         | 0.52     |        |         | 0.46  | 0.48        |          | 1.16  |       |
| V/O IXAIIO                 |          | 0.00     |          |         | 0.02     |        |         | 0.44  | 0.00        |          | 1.10  |       |

|                                   | ۶          | <b>→</b>    | $\searrow$ | •          | <b>←</b>   | •          | 4   | <b>†</b> | <b>/</b> | -   | <b>↓</b> | 4   |
|-----------------------------------|------------|-------------|------------|------------|------------|------------|-----|----------|----------|-----|----------|-----|
| Lane Group                        | EBL        | EBT         | EBR        | WBL        | WBT        | WBR        | NBL | NBT      | NBR      | SBL | SBT      | SBR |
| Control Delay                     |            | 18.4        |            |            | 20.2       |            |     | 14.8     | 3.5      |     | 110.2    |     |
| Queue Delay                       |            | 0.0         |            |            | 0.0        |            |     | 0.0      | 0.0      |     | 0.0      |     |
| Total Delay                       |            | 18.4        |            |            | 20.2       |            |     | 14.8     | 3.5      |     | 110.2    |     |
| LOS                               |            | В           |            |            | С          |            |     | В        | Α        |     | F        |     |
| Approach Delay                    |            | 18.4        |            |            | 20.2       |            |     | 13.1     |          |     | 110.2    |     |
| Approach LOS                      |            | В           |            |            | С          |            |     | В        |          |     | F        |     |
| Intersection Summary              |            |             |            |            |            |            |     |          |          |     |          |     |
| Area Type: O                      | ther       |             |            |            |            |            |     |          |          |     |          |     |
| Cycle Length: 71                  |            |             |            |            |            |            |     |          |          |     |          |     |
| Actuated Cycle Length: 71         |            |             |            |            |            |            |     |          |          |     |          |     |
| Offset: 0 (0%), Referenced to     | phase 2:1  | NBTL and    | 6:SBTL,    | Start of 0 | Green      |            |     |          |          |     |          |     |
| Natural Cycle: 90                 |            |             |            |            |            |            |     |          |          |     |          |     |
| Control Type: Pretimed            |            |             |            |            |            |            |     |          |          |     |          |     |
| Maximum v/c Ratio: 1.16           |            |             |            |            |            |            |     |          |          |     |          |     |
| Intersection Signal Delay: 59.    |            |             |            | In         | tersection | LOS: E     |     |          |          |     |          |     |
| Intersection Capacity Utilization | on 88.1%   |             |            | IC         | U Level o  | of Service | E   |          |          |     |          |     |
| Analysis Period (min) 15          |            |             |            |            |            |            |     |          |          |     |          |     |
| Splits and Phases: 5: S. Riv      | roreido Λι | ιο & Don    | odiat Dlya | 1          |            |            |     |          |          |     |          |     |
| Spirits and Friases. 5. S. Kir    | verside A  | /e. & Delli | euici bive | ı          |            | 1 4        |     |          |          |     |          |     |
| Vø2 (R)                           |            |             |            |            |            |            | 4   |          |          |     |          |     |
| 40 s                              |            |             |            |            |            | 31s        |     |          |          |     |          |     |
| Ø6 (R)                            |            |             |            |            |            | ₩ ø        | 8   |          |          |     |          |     |
| 40 s                              |            |             |            |            |            | 31 s       |     |          |          |     |          |     |

|                            | •       | -       | •      | •     | <b>—</b> | •      | 4     | <b>†</b> | ~                    | <b>/</b> | ţ       | 4     |
|----------------------------|---------|---------|--------|-------|----------|--------|-------|----------|----------------------|----------|---------|-------|
| Lane Group                 | EBL     | EBT     | EBR    | WBL   | WBT      | WBR    | NBL   | NBT      | NBR                  | SBL      | SBT     | SBR   |
| Lane Configurations        |         | 4       |        | 7     | 4        |        |       | 4        | 7                    |          | 4       |       |
| Traffic Volume (vph)       | 2       | 162     | 9      | 151   | 119      | 41     | 3     | 6        | 328                  | 35       | 5       | 2     |
| Future Volume (vph)        | 2       | 162     | 9      | 151   | 119      | 41     | 3     | 6        | 328                  | 35       | 5       | 2     |
| Ideal Flow (vphpl)         | 1900    | 1900    | 1900   | 1900  | 1900     | 1900   | 1900  | 1900     | 1900                 | 1900     | 1900    | 1900  |
| Lane Width (ft)            | 12      | 13      | 12     | 11    | 11       | 12     | 12    | 10       | 10                   | 12       | 15      | 12    |
| Storage Length (ft)        | 0       |         | 0      | 0     |          | 0      | 0     |          | 30                   | 0        |         | 0     |
| Storage Lanes              | 0       |         | 0      | 1     |          | 0      | 0     |          | 1                    | 0        |         | 0     |
| Taper Length (ft)          | 25      |         |        | 25    |          |        | 25    |          |                      | 25       |         |       |
| Lane Util. Factor          | 1.00    | 1.00    | 1.00   | 0.95  | 0.95     | 1.00   | 1.00  | 0.95     | 0.95                 | 1.00     | 1.00    | 1.00  |
| Frt                        |         | 0.993   |        |       | 0.964    |        |       | 0.858    | 0.850                |          | 0.994   |       |
| Flt Protected              |         | 0.999   |        | 0.950 | 0.996    |        |       | 0.999    |                      |          | 0.960   |       |
| Satd. Flow (prot)          | 0       | 1779    | 0      | 1609  | 1558     | 0      | 0     | 1402     | 1390                 | 0        | 1955    | 0     |
| Flt Permitted              |         | 0.997   |        | 0.619 | 0.970    |        | •     | 0.995    |                      |          | 0.319   | •     |
| Satd. Flow (perm)          | 0       | 1776    | 0      | 1049  | 1518     | 0      | 0     | 1396     | 1390                 | 0        | 650     | 0     |
| Right Turn on Red          | •       |         | No     |       |          | Yes    |       |          | Yes                  | •        |         | Yes   |
| Satd. Flow (RTOR)          |         |         |        |       | 12       | . 00   |       | 196      | 204                  |          | 2       | . 00  |
| Link Speed (mph)           |         | 30      |        |       | 30       |        |       | 30       |                      |          | 30      |       |
| Link Distance (ft)         |         | 348     |        |       | 173      |        |       | 172      |                      |          | 290     |       |
| Travel Time (s)            |         | 7.9     |        |       | 3.9      |        |       | 3.9      |                      |          | 6.6     |       |
| Peak Hour Factor           | 0.77    | 0.77    | 0.77   | 0.92  | 0.92     | 0.92   | 0.82  | 0.82     | 0.82                 | 0.31     | 0.31    | 0.31  |
| Heavy Vehicles (%)         | 2%      | 10%     | 2%     | 3%    | 10%      | 2%     | 3%    | 3%       | 3%                   | 2%       | 2%      | 2%    |
| Adj. Flow (vph)            | 3       | 210     | 12     | 164   | 129      | 45     | 4     | 7        | 400                  | 113      | 16      | 6     |
| Shared Lane Traffic (%)    | 0       | 210     | 12     | 10%   | 120      | 40     | 7     | •        | 49%                  | 110      | 10      | U     |
| Lane Group Flow (vph)      | 0       | 225     | 0      | 148   | 190      | 0      | 0     | 207      | 204                  | 0        | 135     | 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)           | Loit    | 11      | rugiit | Loit  | 11       | rugiit | Loit  | 0        | rugiit               | Loit     | 0       | ragne |
| Link Offset(ft)            |         | 0       |        |       | 0        |        |       | 0        |                      |          | 0       |       |
| Crosswalk Width(ft)        |         | 16      |        |       | 16       |        |       | 16       |                      |          | 16      |       |
| Two way Left Turn Lane     |         |         |        |       |          |        |       |          |                      |          |         |       |
| Headway Factor             | 1.00    | 0.96    | 1.00   | 1.04  | 1.04     | 1.00   | 1.00  | 1.09     | 1.09                 | 1.00     | 0.88    | 1.00  |
| Turning Speed (mph)        | 15      | 0.00    | 9      | 15    |          | 9      | 15    |          | 9                    | 15       | 0.00    | 9     |
| Number of Detectors        | 1       | 2       |        | 1     | 2        |        | 1     | 2        | 1                    | 1        | 2       |       |
| Detector Template          | Left    | Thru    |        | Left  | Thru     |        | Left  | Thru     | Right                | Left     | Thru    |       |
| Leading Detector (ft)      | 20      | 100     |        | 20    | 100      |        | 20    | 100      | 20                   | 20       | 100     |       |
| Trailing Detector (ft)     | 0       | 0       |        | 0     | 0        |        | 0     | 0        | 0                    | 0        | 0       |       |
| Detector 1 Position(ft)    | 0       | 0       |        | 0     | 0        |        | 0     | 0        | 0                    | 0        | 0       |       |
| Detector 1 Size(ft)        | 20      | 6       |        | 20    | 6        |        | 20    | 6        | 20                   | 20       | 6       |       |
| Detector 1 Type            | CI+Ex   | CI+Ex   |        | CI+Ex | CI+Ex    |        | CI+Ex | CI+Ex    | CI+Ex                | Cl+Ex    | CI+Ex   |       |
| Detector 1 Channel         | OI - EX | OI - EX |        | O. LA | OI - EX  |        | O. Ex | OI - EX  | OI EX                | OI - EX  | OI - EX |       |
| 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)    | 0.0     | 94      |        | 0.0   | 94       |        | 0.0   | 94       | 0.0                  | 0.0      | 94      |       |
| Detector 2 Size(ft)        |         | 6       |        |       | 6        |        |       | 6        |                      |          | 6       |       |
| Detector 2 Type            |         | CI+Ex   |        |       | CI+Ex    |        |       | Cl+Ex    |                      |          | CI+Ex   |       |
| Detector 2 Channel         |         | OI. LX  |        |       | OI · LX  |        |       | OITEX    |                      |          | OI. LX  |       |
| Detector 2 Extend (s)      |         | 0.0     |        |       | 0.0      |        |       | 0.0      |                      |          | 0.0     |       |
| Turn Type                  | Perm    | NA      |        | pm+pt | NA       |        | pm+pt | NA       | pm+ov                | pm+pt    | NA      |       |
| Tull Type                  | r CIIII | INA     |        | μπτμι | INA      |        | μπτμι | INA      | μιιι <del>τ</del> υν | ριτι⊤μι  | INA     |       |

|                         | •     | <b>→</b> | •   | •     | <b>←</b> | •   | 4     | <b>†</b> | <b>/</b> | <b>&gt;</b> | ļ     | 4   |
|-------------------------|-------|----------|-----|-------|----------|-----|-------|----------|----------|-------------|-------|-----|
| Lane Group              | EBL   | EBT      | EBR | WBL   | WBT      | WBR | NBL   | NBT      | NBR      | SBL         | SBT   | SBR |
| Protected Phases        |       | 6        |     | 5     | 6        |     | 8     | 7        | 5        | 8           | 7     |     |
| Permitted Phases        | 6     |          |     | 6     |          |     | 7     |          | 7        | 7           |       |     |
| Detector Phase          | 6     | 6        |     | 5     | 6        |     | 8     | 7        | 5        | 8           | 7     |     |
| 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)         | 41.0  | 41.0     |     | 41.0  | 41.0     |     | 41.0  | 41.0     | 41.0     | 41.0        | 41.0  |     |
| Total Split (%)         | 25.0% | 25.0%    |     | 25.0% | 25.0%    |     | 25.0% | 25.0%    | 25.0%    | 25.0%       | 25.0% |     |
| Maximum Green (s)       | 35.0  | 35.0     |     | 35.0  | 35.0     |     | 35.0  | 35.0     | 35.0     | 35.0        | 35.0  |     |
| Yellow Time (s)         | 4.0   | 4.0      |     | 4.0   | 4.0      |     | 4.0   | 4.0      | 4.0      | 4.0         | 4.0   |     |
| All-Red Time (s)        | 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   | Lag      |     | Lead  | Lag      |     | Lag   | Lead     | 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         | 3.0   |     |
| Recall Mode             | C-Max | C-Max    |     | None  | C-Max    |     | None  | None     | None     | None        | None  |     |
| Walk Time (s)           | 7.0   | 7.0      |     | 7.0   | 7.0      |     |       | 7.0      | 7.0      |             | 7.0   |     |
| Flash Dont Walk (s)     | 18.0  | 18.0     |     | 18.0  | 18.0     |     |       | 18.0     | 18.0     |             | 18.0  |     |
| Pedestrian Calls (#/hr) | 0     | 0        |     | 0     | 0        |     |       | 0        | 0        |             | 0     |     |
| Act Effct Green (s)     |       | 109.6    |     | 119.4 | 119.4    |     |       | 26.6     | 42.4     |             | 26.6  |     |
| Actuated g/C Ratio      |       | 0.67     |     | 0.73  | 0.73     |     |       | 0.16     | 0.26     |             | 0.16  |     |
| v/c Ratio               |       | 0.19     |     | 0.19  | 0.17     |     |       | 0.53     | 0.40     |             | 1.26  |     |
| Control Delay           |       | 12.2     |     | 6.5   | 6.1      |     |       | 13.3     | 7.1      |             | 226.3 |     |
| Queue Delay             |       | 0.0      |     | 0.8   | 3.0      |     |       | 0.0      | 0.0      |             | 0.0   |     |
| Total Delay             |       | 12.2     |     | 7.3   | 9.0      |     |       | 13.3     | 7.1      |             | 226.3 |     |
| LOS                     |       | В        |     | Α     | Α        |     |       | В        | Α        |             | F     |     |
| Approach Delay          |       | 12.2     |     |       | 8.3      |     |       | 10.2     |          |             | 226.3 |     |
| Approach LOS            |       | В        |     |       | Α        |     |       | В        |          |             | F     |     |

## Intersection Summary

Area Type: Other

Cycle Length: 164

Actuated Cycle Length: 164

Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 36.3 Intersection LOS: D Intersection Capacity Utilization 41.9% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Parking Lot Driveway & Croton Point Ave.



| Lane Group         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT           Lane Configurations         11         11         11         12         143         339         236         0         0         0         0         98         0           Future Volume (vph)         0         382         143         339         236         0         0         0         98         0           Ideal Flow (vphpl)         1900  | SBR 74 74 1900 12 200 1 0.95 0.850                  |
|--|---|
| Traffic Volume (vph)         0         382         143         339         236         0         0         0         98         0           Future Volume (vph)         0         382         143         339         236         0         0         0         98         0           Ideal Flow (vphpl)         1900         19  | 74<br>74<br>1900<br>12<br>200<br>1<br>0.95<br>0.850 |
| Traffic Volume (vph)         0         382         143         339         236         0         0         0         98         0           Future Volume (vph)         0         382         143         339         236         0         0         0         98         0           Ideal Flow (vphpl)         1900         19  | 74<br>74<br>1900<br>12<br>200<br>1<br>0.95<br>0.850 |
| Future Volume (vph)         0         382         143         339         236         0         0         0         98         0           Ideal Flow (vphpl)         1900   | 1900<br>12<br>200<br>1<br>0.95<br>0.850             |
| Ideal Flow (vphpl)         1900 <td>12<br/>200<br/>1<br/>0.95<br/>0.850</td> | 12<br>200<br>1<br>0.95<br>0.850                     |
| Lane Width (ft)       12       11       12       12       11       12       12       11       12 </td <td>12<br/>200<br/>1<br/>0.95<br/>0.850</td>   | 12<br>200<br>1<br>0.95<br>0.850                     |
| Storage Length (ft)         0         0         0         0         0         0         0           Storage Lanes         0         0         0         0         0         0         0         0         0           Taper Length (ft)         25 <t< td=""><td>200<br/>1<br/>0.95<br/>0.850</td></t<>  | 200<br>1<br>0.95<br>0.850                           |
| Storage Lanes         0         0         0         0         0         0         0           Taper Length (ft)         25         25         25         25         25           Lane Util. Factor         1.00         0.95         0.95         0.95         0.95         1.00         1.00         1.00         1.00         0.95   | 0.95<br>0.850                                       |
| Taper Length (ft)         25         25         25         25           Lane Util. Factor         1.00         0.95         0.95         0.95         0.95         1.00         1.00         1.00         1.00         0.95  | 0.850   |
| Lane Util. Factor 1.00 0.95 0.95 0.95 1.00 1.00 1.00 1.00 0.95   | 0.850   |
|  | 0.850   |
|  |   |
| Flt Protected 0.971 0.955  | 1461  |
| Satd. Flow (prot) 0 3042 0 0 3227 0 0 0 0 1625   |   |
| Flt Permitted 0.529 0.955  |   |
| Satd. Flow (perm) 0 3042 0 0 1758 0 0 0 0 1625   | 1461  |
| Right Turn on Red No Yes Yes   | No  |
| Satd. Flow (RTOR)  |   |
| Link Speed (mph) 30 30 30  |   |
| Link Distance (ft) 173 412 431 494   |   |
| Travel Time (s) 3.9 9.4 9.8 11.2   |   |
| Peak Hour Factor 0.88 0.88 0.88 0.87 0.87 0.87 0.92 0.92 0.92 0.90 0.90  | 0.90  |
| Heavy Vehicles (%) 2% 10% 10% 5% 5% 2% 2% 2% 5% 5%   | 5%  |
| Adj. Flow (vph) 0 434 163 390 271 0 0 0 109 0  | 82  |
| Shared Lane Traffic (%)  | 10%   |
| Lane Group Flow (vph) 0 597 0 0 661 0 0 0 0 117  | 74  |
| Enter Blocked Intersection No No No No No No No No No No   | No  |
| Lane Alignment Left Left Right Left Right Left Left Right Left Left  | Right   |
| Median Width(ft) 0 0 0 0   |   |
| Link Offset(ft) 0 0 0  |   |
| Crosswalk Width(ft) 16 16 16 16  |   |
| Two way Left Turn Lane   |   |
| Headway Factor 1.00 1.04 1.00 1.00 1.00 1.00 1.00 1.00   | 1.00  |
| Turning Speed (mph) 15 9 15 9 15   | 9   |
| Number of Detectors 2 1 2 1 2  | 1   |
| Detector Template Thru Left Thru Left Thru   | Right   |
| Leading Detector (ft) 100 20 100 20 100  | 20  |
| Trailing Detector (ft) 0 0 0   | 0   |
| Detector 1 Position(ft) 0 0 0  | 0   |
| Detector 1 Size(ft) 6 20 6 20 6  | 20  |
| Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex  | CI+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) 94 94 94   |   |
| Detector 2 Size(ft) 6 6  |   |
| Detector 2 Type CI+Ex CI+Ex CI+Ex  |   |
| Detector 2 Channel   |   |
| Detector 2 Extend (s) 0.0 0.0 0.0  |   |
| Turn Type NA custom NA Perm NA   | Perm  |

| Lane Group                 | Ø2 | Ø3 | Ø4  | Ø6 | Ø8 |
|----------------------------|----|----|-----|----|----|
| Lane Configurations        | ~  | ~~ | ~ . | ~~ | ~0 |
| Traffic Volume (vph)       |    |    |     |    |    |
| Future Volume (vph)        |    |    |     |    |    |
| Ideal Flow (vphpl)         |    |    |     |    |    |
|                            |    |    |     |    |    |
| Lane Width (ft)            |    |    |     |    |    |
| Storage Length (ft)        |    |    |     |    |    |
| Storage Lanes              |    |    |     |    |    |
| Taper Length (ft)          |    |    |     |    |    |
| Lane Util. Factor          |    |    |     |    |    |
| Frt                        |    |    |     |    |    |
| Flt Protected              |    |    |     |    |    |
| Satd. Flow (prot)          |    |    |     |    |    |
| Flt Permitted              |    |    |     |    |    |
| Satd. Flow (perm)          |    |    |     |    |    |
| Right Turn on Red          |    |    |     |    |    |
| Satd. Flow (RTOR)          |    |    |     |    |    |
| Link Speed (mph)           |    |    |     |    |    |
| Link Distance (ft)         |    |    |     |    |    |
| Travel Time (s)            |    |    |     |    |    |
| Peak Hour Factor           |    |    |     |    |    |
| Heavy Vehicles (%)         |    |    |     |    |    |
| Adj. Flow (vph)            |    |    |     |    |    |
| Shared Lane Traffic (%)    |    |    |     |    |    |
| Lane Group Flow (vph)      |    |    |     |    |    |
| Enter Blocked Intersection |    |    |     |    |    |
| Lane Alignment             |    |    |     |    |    |
| Median Width(ft)           |    |    |     |    |    |
| Link Offset(ft)            |    |    |     |    |    |
| Crosswalk Width(ft)        |    |    |     |    |    |
| Two way Left Turn Lane     |    |    |     |    |    |
| Headway Factor             |    |    |     |    |    |
| Turning Speed (mph)        |    |    |     |    |    |
| Number of Detectors        |    |    |     |    |    |
| Detector Template          |    |    |     |    |    |
| Leading Detector (ft)      |    |    |     |    |    |
| Trailing Detector (ft)     |    |    |     |    |    |
| Detector 1 Position(ft)    |    |    |     |    |    |
| Detector 1 Size(ft)        |    |    |     |    |    |
| Detector 1 Type            |    |    |     |    |    |
| Detector 1 Channel         |    |    |     |    |    |
| Detector 1 Extend (s)      |    |    |     |    |    |
| Detector 1 Queue (s)       |    |    |     |    |    |
| Detector 1 Delay (s)       |    |    |     |    |    |
| Detector 2 Position(ft)    |    |    |     |    |    |
| Detector 2 Size(ft)        |    |    |     |    |    |
| Detector 2 Type            |    |    |     |    |    |
| Detector 2 Channel         |    |    |     |    |    |
| Detector 2 Extend (s)      |    |    |     |    |    |
| Turn Type                  |    |    |     |    |    |
|                            |    |    |     |    |    |

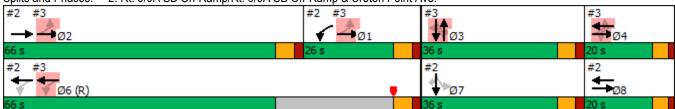
2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.

|                           | ۶            | <b>→</b> | •          | •     | <b>←</b> | •   | 4   | <b>†</b> | ~   | <b>/</b> | ţ     | 4     |
|---------------------------|--------------|----------|------------|-------|----------|-----|-----|----------|-----|----------|-------|-------|
| Lane Group                | EBL          | EBT      | EBR        | WBL   | WBT      | WBR | NBL | NBT      | NBR | SBL      | SBT   | SBR   |
| Protected Phases          |              | 28       |            | 1     | 68       |     |     |          |     |          | 7     |       |
| Permitted Phases          |              |          |            | 6     |          |     |     |          |     | 7        |       | 7     |
| Detector Phase            |              | 28       |            | 1     | 68       |     |     |          |     | 7        | 7     | 7     |
| Switch Phase              |              |          |            |       |          |     |     |          |     |          |       |       |
| Minimum Initial (s)       |              |          |            | 5.0   |          |     |     |          |     | 5.0      | 5.0   | 5.0   |
| Minimum Split (s)         |              |          |            | 22.0  |          |     |     |          |     | 31.0     | 31.0  | 31.0  |
| Total Split (s)           |              |          |            | 26.0  |          |     |     |          |     | 36.0     | 36.0  | 36.0  |
| Total Split (%)           |              |          |            | 17.6% |          |     |     |          |     | 24.3%    | 24.3% | 24.3% |
| Maximum Green (s)         |              |          |            | 20.0  |          |     |     |          |     | 30.0     | 30.0  | 30.0  |
| Yellow Time (s)           |              |          |            | 4.0   |          |     |     |          |     | 4.0      | 4.0   | 4.0   |
| All-Red Time (s)          |              |          |            | 2.0   |          |     |     |          |     | 2.0      | 2.0   | 2.0   |
| Lost Time Adjust (s)      |              |          |            |       |          |     |     |          |     |          | 0.0   | 0.0   |
| Total Lost Time (s)       |              |          |            |       |          |     |     |          |     |          | 6.0   | 6.0   |
| Lead/Lag                  |              |          |            | Lag   |          |     |     |          |     | Lead     | Lead  | Lead  |
| Lead-Lag Optimize?        |              |          |            | Yes   |          |     |     |          |     | Yes      | Yes   | Yes   |
| Vehicle Extension (s)     |              |          |            | 1.0   |          |     |     |          |     | 2.0      | 2.0   | 2.0   |
| Recall Mode               |              |          |            | None  |          |     |     |          |     | Min      | Min   | Min   |
| Walk Time (s)             |              |          |            |       |          |     |     |          |     | 7.0      | 7.0   | 7.0   |
| Flash Dont Walk (s)       |              |          |            |       |          |     |     |          |     | 18.0     | 18.0  | 18.0  |
| Pedestrian Calls (#/hr)   |              |          |            |       |          |     |     |          |     | 0        | 0     | 0     |
| Act Effct Green (s)       |              | 49.8     |            |       | 120.9    |     |     |          |     |          | 15.1  | 15.1  |
| Actuated g/C Ratio        |              | 0.34     |            |       | 0.82     |     |     |          |     |          | 0.10  | 0.10  |
| v/c Ratio                 |              | 0.58     |            |       | 0.32     |     |     |          |     |          | 0.71  | 0.50  |
| Control Delay             |              | 43.2     |            |       | 4.5      |     |     |          |     |          | 86.2  | 73.2  |
| Queue Delay               |              | 0.3      |            |       | 0.4      |     |     |          |     |          | 0.0   | 0.0   |
| Total Delay               |              | 43.5     |            |       | 4.9      |     |     |          |     |          | 86.2  | 73.2  |
| LOS                       |              | D        |            |       | Α        |     |     |          |     |          | F     | Е     |
| Approach Delay            |              | 43.5     |            |       | 4.9      |     |     |          |     |          | 81.2  |       |
| Approach LOS              |              | D        |            |       | Α        |     |     |          |     |          | F     |       |
| Intersection Summary      |              |          |            |       |          |     |     |          |     |          |       |       |
| Area Type:                | Other        |          |            |       |          |     |     |          |     |          |       |       |
| Cycle Length: 148         |              |          |            |       |          |     |     |          |     |          |       |       |
| Actuated Cycle Length: 14 |              |          |            |       |          |     |     |          |     |          |       |       |
| Offset: 97 (66%), Referen | ced to phase | 6:WBTL,  | Start of Y | ellow |          |     |     |          |     |          |       |       |
| Natural Cycle: 145        |              |          |            |       |          |     |     |          |     |          |       |       |
| Control Type: Actuated-C  | oordinated   |          |            |       |          |     |     |          |     |          |       |       |
| Maximum v/c Ratio: 2.24   |              |          |            |       |          |     |     |          |     |          |       |       |

Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 55.8% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Rt. 9/9A SB On-Ramp/Rt. 9/9A SB Off-Ramp & Croton Point Ave.



AKRF, Inc.

| Lane Group              | Ø2   | Ø3   | Ø4   | Ø6    | Ø8   |
|-------------------------|------|------|------|-------|------|
| Protected Phases        | 2    | 3    | 4    | 6     | 8    |
| Permitted Phases        |      |      |      |       |      |
| Detector Phase          |      |      |      |       |      |
| Switch Phase            |      |      |      |       |      |
| Minimum Initial (s)     | 10.0 | 5.0  | 4.0  | 10.0  | 4.0  |
| Minimum Split (s)       | 39.0 | 22.0 | 20.0 | 29.0  | 20.0 |
| Total Split (s)         | 66.0 | 36.0 | 20.0 | 66.0  | 20.0 |
| Total Split (%)         | 45%  | 24%  | 14%  | 45%   | 14%  |
| Maximum Green (s)       | 60.0 | 30.0 | 15.0 | 60.0  | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |
| Total Lost Time (s)     |      |      |      |       |      |
| Lead/Lag                | Lead | Lead | Lag  |       | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  |
| Vehicle Extension (s)   | 3.0  | 2.0  | 3.0  | 2.0   | 3.0  |
| Recall Mode             | Min  | None | None | C-Max | None |
| Walk Time (s)           | 7.0  |      |      | 7.0   |      |
| Flash Dont Walk (s)     | 26.0 |      |      | 16.0  |      |
| Pedestrian Calls (#/hr) | 0    |      |      | 0     |      |
| Act Effct Green (s)     |      |      |      |       |      |
| Actuated g/C Ratio      |      |      |      |       |      |
| v/c Ratio               |      |      |      |       |      |
| Control Delay           |      |      |      |       |      |
| Queue Delay             |      |      |      |       |      |
| Total Delay             |      |      |      |       |      |
| LOS                     |      |      |      |       |      |
| Approach Delay          |      |      |      |       |      |
| Approach LOS            |      |      |      |       |      |
| Intersection Summary    |      |      |      |       |      |

|                            | ۶            | <b>→</b> | •     | •     | <b>←</b> | •     | •     | <b>†</b> | ~     | <b>&gt;</b> | ţ     | 1     |
|----------------------------|--------------|----------|-------|-------|----------|-------|-------|----------|-------|-------------|-------|-------|
| Lane Group                 | EBL          | EBT      | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR   | SBL         | SBT   | SBR   |
| Lane Configurations        |              | 4î∌      |       |       | 4TÞ      |       |       | 4        |       |             | 4     |       |
| Traffic Volume (vph)       | 4            | 327      | 147   | 155   | 406      | 4     | 169   | 4        | 458   | 2           | 1     | 4     |
| Future Volume (vph)        | 4            | 327      | 147   | 155   | 406      | 4     | 169   | 4        | 458   | 2           | 1     | 4     |
| Ideal Flow (vphpl)         | 1900         | 1900     | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900        | 1900  | 1900  |
| Lane Width (ft)            | 12           | 11       | 12    | 12    | 11       | 12    | 12    | 12       | 12    | 12          | 12    | 12    |
| Lane Util. Factor          | 0.95         | 0.95     | 0.95  | 0.95  | 0.95     | 0.95  | 1.00  | 1.00     | 1.00  | 1.00        | 1.00  | 1.00  |
| Frt                        |              | 0.954    |       |       | 0.999    |       |       | 0.902    |       |             | 0.923 |       |
| Flt Protected              |              |          |       |       | 0.986    |       |       | 0.987    |       |             | 0.986 |       |
| Satd. Flow (prot)          | 0            | 3171     | 0     | 0     | 3274     | 0     | 0     | 1611     | 0     | 0           | 1695  | 0     |
| Flt Permitted              |              | 0.837    |       |       | 0.675    |       |       | 0.906    |       |             | 0.866 |       |
| Satd. Flow (perm)          | 0            | 2654     | 0     | 0     | 2242     | 0     | 0     | 1479     | 0     | 0           | 1489  | 0     |
| Right Turn on Red          |              |          | Yes   |       |          | Yes   |       |          | No    |             |       | Yes   |
| Satd. Flow (RTOR)          |              | 120      |       |       | 1        |       |       |          |       |             | 4     |       |
| Link Speed (mph)           |              | 30       |       |       | 30       |       |       | 30       |       |             | 30    |       |
| Link Distance (ft)         |              | 412      |       |       | 477      |       |       | 589      |       |             | 82    |       |
| Travel Time (s)            |              | 9.4      |       |       | 10.8     |       |       | 13.4     |       |             | 1.9   |       |
| Peak Hour Factor           | 0.90         | 0.90     | 0.90  | 0.93  | 0.93     | 0.93  | 0.94  | 0.94     | 0.94  | 0.92        | 0.92  | 0.92  |
| Heavy Vehicles (%)         | 2%           | 5%       | 5%    | 5%    | 5%       | 2%    | 5%    | 2%       | 5%    | 2%          | 2%    | 2%    |
| Adj. Flow (vph)            | 4            | 363      | 163   | 167   | 437      | 4     | 180   | 4        | 487   | 2           | 1     | 4     |
| Shared Lane Traffic (%)    |              |          |       |       |          |       |       |          |       |             |       |       |
| Lane Group Flow (vph)      | 0            | 530      | 0     | 0     | 608      | 0     | 0     | 671      | 0     | 0           | 7     | 0     |
| Enter Blocked Intersection | No           | No       | No    | No    | No       | No    | No    | No       | No    | No          | No    | No    |
| Lane Alignment             | Left         | Left     | Right | Left  | Left     | Right | Left  | Left     | Right | Left        | Left  | Right |
| Median Width(ft)           |              | 0        |       |       | 0        |       |       | 0        |       |             | 0     |       |
| Link Offset(ft)            |              | 0        |       |       | 0        |       |       | 0        |       |             | 0     |       |
| Crosswalk Width(ft)        |              | 16       |       |       | 16       |       |       | 16       |       |             | 16    |       |
| Two way Left Turn Lane     |              |          |       |       |          |       |       |          |       |             |       |       |
| Headway Factor             | 1.00         | 1.04     | 1.00  | 1.00  | 1.04     | 1.00  | 1.00  | 1.00     | 1.00  | 1.00        | 1.00  | 1.00  |
| Turning Speed (mph)        | 15           |          | 9     | 15    |          | 9     | 15    |          | 9     | 15          |       | 9     |
| Number of Detectors        | 1            | 2        |       | 1     | 2        |       | 1     | 2        |       | 1           | 2     |       |
| Detector Template          | Left         | Thru     |       | Left  | Thru     |       | Left  | Thru     |       | Left        | Thru  |       |
| Leading Detector (ft)      | 20           | 100      |       | 20    | 100      |       | 20    | 100      |       | 20          | 100   |       |
| Trailing Detector (ft)     | 0            | 0        |       | 0     | 0        |       | 0     | 0        |       | 0           | 0     |       |
| Detector 1 Position(ft)    | 0            | 0        |       | 0     | 0        |       | 0     | 0        |       | 0           | 0     |       |
| Detector 1 Size(ft)        | 20           | 6        |       | 20    | 6        |       | 20    | 6        |       | 20          | 6     |       |
| Detector 1 Type            | CI+Ex        | CI+Ex    |       | CI+Ex | CI+Ex    |       | CI+Ex | Cl+Ex    |       | CI+Ex       | CI+Ex |       |
| Detector 1 Channel         |              |          |       |       |          |       |       |          |       |             |       |       |
| Detector 1 Extend (s)      | 0.0          | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0         | 0.0   |       |
| Detector 1 Queue (s)       | 0.0          | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0         | 0.0   |       |
| Detector 1 Delay (s)       | 0.0          | 0.0      |       | 0.0   | 0.0      |       | 0.0   | 0.0      |       | 0.0         | 0.0   |       |
| Detector 2 Position(ft)    |              | 94       |       |       | 94       |       |       | 94       |       |             | 94    |       |
| Detector 2 Size(ft)        |              | 6        |       |       | 6        |       |       | 6        |       |             | 6     |       |
| Detector 2 Type            |              | CI+Ex    |       |       | CI+Ex    |       |       | Cl+Ex    |       |             | CI+Ex |       |
| Detector 2 Channel         |              |          |       |       |          |       |       |          |       |             |       |       |
| Detector 2 Extend (s)      |              | 0.0      |       |       | 0.0      |       |       | 0.0      |       |             | 0.0   |       |
| Turn Type                  | Perm         | NA       |       | Perm  | NA       |       | Perm  | NA       |       | Perm        | NA    |       |
| Protected Phases           | . •          | 124      |       | . •   | 4 6      |       |       | 3        |       |             | 3     |       |
| Permitted Phases           | 124          |          |       | 4 6   | . •      |       | 3     |          |       | 3           |       |       |
| Detector Phase             | 124          | 124      |       | 4 6   | 4 6      |       | 3     | 3        |       | 3           | 3     |       |
|                            | · <u>~</u> ' |          |       |       |          |       |       |          |       |             |       |       |

| Lane Group                        | Ø1 | Ø2 | Ø4 | Ø6       | Ø7 | Ø8       |
|-----------------------------------|----|----|----|----------|----|----------|
| Lane Configurations               |    |    |    |          |    |          |
| Traffic Volume (vph)              |    |    |    |          |    |          |
| Future Volume (vph)               |    |    |    |          |    |          |
| Ideal Flow (vphpl)                |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |
| Lane Width (ft) Lane Util. Factor |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |
| Frt                               |    |    |    |          |    |          |
| Flt Protected                     |    |    |    |          |    |          |
| Satd. Flow (prot)                 |    |    |    |          |    |          |
| Flt Permitted                     |    |    |    |          |    |          |
| Satd. Flow (perm)                 |    |    |    |          |    |          |
| Right Turn on Red                 |    |    |    |          |    |          |
| Satd. Flow (RTOR)                 |    |    |    |          |    |          |
| Link Speed (mph)                  |    |    |    |          |    |          |
| Link Distance (ft)                |    |    |    |          |    |          |
| Travel Time (s)                   |    |    |    |          |    |          |
| Peak Hour Factor                  |    |    |    |          |    |          |
| Heavy Vehicles (%)                |    |    |    |          |    |          |
| Adj. Flow (vph)                   |    |    |    |          |    |          |
| Shared Lane Traffic (%)           |    |    |    |          |    |          |
| Lane Group Flow (vph)             |    |    |    |          |    |          |
| Enter Blocked Intersection        |    |    |    |          |    |          |
| Lane Alignment                    |    |    |    |          |    |          |
| Median Width(ft)                  |    |    |    |          |    |          |
| Link Offset(ft)                   |    |    |    |          |    |          |
| Crosswalk Width(ft)               |    |    |    |          |    |          |
| Two way Left Turn Lane            |    |    |    |          |    |          |
| Headway Factor                    |    |    |    |          |    |          |
| Turning Speed (mph)               |    |    |    |          |    |          |
| Number of Detectors               |    |    |    |          |    |          |
| Detector Template                 |    |    |    |          |    |          |
| Leading Detector (ft)             |    |    |    |          |    |          |
| Trailing Detector (ft)            |    |    |    |          |    |          |
| Detector 1 Position(ft)           |    |    |    |          |    |          |
| Detector 1 Size(ft)               |    |    |    |          |    |          |
| Detector 1 Type                   |    |    |    |          |    |          |
| Detector 1 Channel                |    |    |    |          |    |          |
| Detector 1 Extend (s)             |    |    |    |          |    |          |
| Detector 1 Queue (s)              |    |    |    |          |    |          |
| Detector 1 Delay (s)              |    |    |    |          |    |          |
| Detector 2 Position(ft)           |    |    |    |          |    |          |
| Detector 2 Size(ft)               |    |    |    |          |    |          |
| Detector 2 Type                   |    |    |    |          |    |          |
| Detector 2 Channel                |    |    |    |          |    |          |
| Detector 2 Extend (s)             |    |    |    |          |    |          |
| Turn Type                         |    |    |    |          |    |          |
| Protected Phases                  | 1  | 2  | 4  | 6        | 7  | 8        |
| Permitted Phases                  | ,  | _  | r  | <u> </u> | ,  | <u> </u> |
| Detector Phase                    |    |    |    |          |    |          |
|                                   |    |    |    |          |    |          |

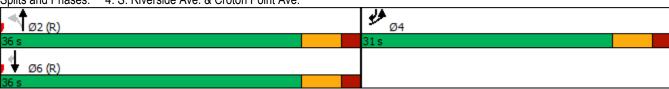
|                               | ۶          | <b>→</b>  | •          | •         | <b>←</b>   | •          | 4            | <b>†</b> | ~   | <b>&gt;</b> | ļ     | 4   |
|-------------------------------|------------|-----------|------------|-----------|------------|------------|--------------|----------|-----|-------------|-------|-----|
| Lane Group                    | EBL        | EBT       | EBR        | WBL       | WBT        | WBR        | NBL          | NBT      | NBR | SBL         | SBT   | SBF |
| Switch Phase                  |            |           |            |           |            |            |              |          |     |             |       |     |
| Minimum Initial (s)           |            |           |            |           |            |            | 5.0          | 5.0      |     | 5.0         | 5.0   |     |
| Minimum Split (s)             |            |           |            |           |            |            | 22.0         | 22.0     |     | 22.0        | 22.0  |     |
| Total Split (s)               |            |           |            |           |            |            | 36.0         | 36.0     |     | 36.0        | 36.0  |     |
| Total Split (%)               |            |           |            |           |            |            | 24.3%        | 24.3%    |     | 24.3%       | 24.3% |     |
| Maximum Green (s)             |            |           |            |           |            |            | 30.0         | 30.0     |     | 30.0        | 30.0  |     |
| Yellow Time (s)               |            |           |            |           |            |            | 4.0          | 4.0      |     | 4.0         | 4.0   |     |
| All-Red Time (s)              |            |           |            |           |            |            | 2.0          | 2.0      |     | 2.0         | 2.0   |     |
| Lost Time Adjust (s)          |            |           |            |           |            |            |              | 0.0      |     |             | 0.0   |     |
| Total Lost Time (s)           |            |           |            |           |            |            |              | 6.0      |     |             | 6.0   |     |
| Lead/Lag                      |            |           |            |           |            |            | Lead         | Lead     |     | Lead        | Lead  |     |
| Lead-Lag Optimize?            |            |           |            |           |            |            | Yes          | Yes      |     | Yes         | Yes   |     |
| Vehicle Extension (s)         |            |           |            |           |            |            | 2.0          | 2.0      |     | 2.0         | 2.0   |     |
| Recall Mode                   |            |           |            |           |            |            | None         | None     |     | None        | None  |     |
| Walk Time (s)                 |            |           |            |           |            |            |              |          |     |             |       |     |
| Flash Dont Walk (s)           |            |           |            |           |            |            |              |          |     |             |       |     |
| Pedestrian Calls (#/hr)       |            |           |            |           |            |            |              |          |     |             |       |     |
| Act Effct Green (s)           |            | 106.0     |            |           | 107.0      |            |              | 30.0     |     |             | 30.0  |     |
| Actuated g/C Ratio            |            | 0.72      |            |           | 0.72       |            |              | 0.20     |     |             | 0.20  |     |
| v/c Ratio                     |            | 0.27      |            |           | 0.38       |            |              | 2.24     |     |             | 0.02  |     |
| Control Delay                 |            | 9.4       |            |           | 8.6        |            |              | 597.1    |     |             | 35.0  |     |
| Queue Delay                   |            | 1.1       |            |           | 0.7        |            |              | 0.0      |     |             | 0.0   |     |
| Total Delay                   |            | 10.5      |            |           | 9.2        |            |              | 597.1    |     |             | 35.0  |     |
| LOS                           |            | В         |            |           | Α          |            |              | F        |     |             | С     |     |
| Approach Delay                |            | 10.5      |            |           | 9.2        |            |              | 597.1    |     |             | 35.0  |     |
| Approach LOS                  |            | В         |            |           | Α          |            |              | F        |     |             | С     |     |
| Intersection Summary          |            |           |            |           |            |            |              |          |     |             |       |     |
|                               | Other      |           |            |           |            |            |              |          |     |             |       |     |
| Cycle Length: 148             |            |           |            |           |            |            |              |          |     |             |       |     |
| Actuated Cycle Length: 148    |            |           |            |           |            |            |              |          |     |             |       |     |
| Offset: 97 (66%), Reference   | d to phase | 6:WBTL,   | Start of \ | 'ellow    |            |            |              |          |     |             |       |     |
| Natural Cycle: 145            |            |           |            |           |            |            |              |          |     |             |       |     |
| Control Type: Actuated-Coo    | rdinated   |           |            |           |            |            |              |          |     |             |       |     |
| Maximum v/c Ratio: 2.24       |            |           |            |           |            |            |              |          |     |             |       |     |
| Intersection Signal Delay: 22 |            |           |            |           | tersection |            |              |          |     |             |       |     |
| Intersection Capacity Utiliza | tion 88.3% |           |            | IC        | CU Level   | ot Service | Ε            |          |     |             |       |     |
| Analysis Period (min) 15      |            |           |            |           |            |            |              |          |     |             |       |     |
| Splits and Phases: 3: Rt.     | 9/9A NB Ra | amps/Driv | eway & 0   | Croton Po | int Ave.   |            |              |          |     |             |       |     |
| #2 #3                         |            |           | <b>,</b>   |           | #3         |            | #3           |          |     | #           | #3    |     |
| _ A                           |            |           |            | ر ا       | <b>→</b>   |            | -48 <b>£</b> |          |     |             | 300   |     |

| Lane Group              | Ø1   | Ø2   | Ø4   | Ø6    | Ø7   | Ø8   |
|-------------------------|------|------|------|-------|------|------|
| Switch Phase            | ~ '  |      |      |       |      |      |
| Minimum Initial (s)     | 5.0  | 10.0 | 4.0  | 10.0  | 5.0  | 4.0  |
| Minimum Split (s)       | 22.0 | 39.0 | 20.0 | 29.0  | 31.0 | 20.0 |
| Total Split (s)         | 26.0 | 66.0 | 20.0 | 66.0  | 36.0 | 20.0 |
| Total Split (%)         | 18%  | 45%  | 14%  | 45%   | 24%  | 14%  |
| Maximum Green (s)       | 20.0 | 60.0 | 15.0 | 60.0  | 30.0 | 15.0 |
| Yellow Time (s)         | 4.0  | 4.0  | 3.5  | 4.0   | 4.0  | 3.5  |
| All-Red Time (s)        | 2.0  | 2.0  | 1.5  | 2.0   | 2.0  | 1.5  |
| Lost Time Adjust (s)    |      |      |      |       |      |      |
| Total Lost Time (s)     |      |      |      |       |      |      |
| Lead/Lag                | Lag  | Lead | Lag  |       | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes  |       | Yes  | Yes  |
| Vehicle Extension (s)   | 1.0  | 3.0  | 3.0  | 2.0   | 2.0  | 3.0  |
| Recall Mode             | None | Min  | None | C-Max | Min  | None |
| Walk Time (s)           |      | 7.0  |      | 7.0   | 7.0  |      |
| Flash Dont Walk (s)     |      | 26.0 |      | 16.0  | 18.0 |      |
| Pedestrian Calls (#/hr) |      | 0    |      | 0     | 0    |      |
| Act Effct Green (s)     |      |      |      |       |      |      |
| Actuated g/C Ratio      |      |      |      |       |      |      |
| v/c Ratio               |      |      |      |       |      |      |
| Control Delay           |      |      |      |       |      |      |
| Queue Delay             |      |      |      |       |      |      |
| Total Delay             |      |      |      |       |      |      |
| LOS                     |      |      |      |       |      |      |
| Approach Delay          |      |      |      |       |      |      |
| Approach LOS            |      |      |      |       |      |      |
| Intersection Summary    |      |      |      |       |      |      |

|                            | ۶     | •     | 4       | <b>†</b> | ļ        | 1     |
|----------------------------|-------|-------|---------|----------|----------|-------|
| Lane Group                 | EBL   | EBR   | NBL     | NBT      | SBT      | SBR   |
| Lane Configurations        | ×γ    | LDI   | HUL     | 41       | <u> </u> | 7     |
| Traffic Volume (vph)       | 445   | 303   | 242     | 176      | 148      | 289   |
| Future Volume (vph)        | 445   | 303   | 242     | 176      | 148      | 289   |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900    | 1900     | 1900     | 1900  |
| Lane Width (ft)            | 1300  | 11    | 10      | 10       | 10       | 10    |
| Lane Util. Factor          | 0.97  | 0.95  | 0.95    | 0.95     | 1.00     | 1.00  |
| Frt                        | 0.939 | 0.33  | 0.33    | 0.33     | 1.00     | 0.850 |
| Flt Protected              | 0.939 |       |         | 0.972    |          | 0.000 |
| Satd. Flow (prot)          | 3094  | 0     | 0       | 3119     | 1689     | 1436  |
| Flt Permitted              | 0.971 | U     | U       | 0.726    | 1009     | 1430  |
| Satd. Flow (perm)          | 3094  | 0     | 0       | 2330     | 1689     | 1436  |
|                            | 3094  |       | U       | 2330     | 1009     | Yes   |
| Right Turn on Red          | 20.4  | Yes   |         |          |          | Yes   |
| Satd. Flow (RTOR)          | 294   |       |         | 0.0      | - 00     |       |
| Link Speed (mph)           | 30    |       |         | 30       | 30       |       |
| Link Distance (ft)         | 477   |       |         | 366      | 519      |       |
| Travel Time (s)            | 10.8  |       |         | 8.3      | 11.8     |       |
| Peak Hour Factor           | 0.91  | 0.91  | 0.90    | 0.90     | 0.93     | 0.93  |
| Heavy Vehicles (%)         | 5%    | 5%    | 5%      | 5%       | 5%       | 5%    |
| Adj. Flow (vph)            | 489   | 333   | 269     | 196      | 159      | 311   |
| Shared Lane Traffic (%)    |       |       |         |          |          |       |
| Lane Group Flow (vph)      | 822   | 0     | 0       | 465      | 159      | 311   |
| Enter Blocked Intersection | No    | No    | No      | No       | No       | No    |
| Lane Alignment             | Left  | Right | Left    | Left     | Left     | Right |
| Median Width(ft)           | 22    |       |         | 0        | 0        | , i   |
| Link Offset(ft)            | 0     |       |         | 0        | 0        |       |
| Crosswalk Width(ft)        | 16    |       |         | 16       | 16       |       |
| Two way Left Turn Lane     |       |       |         |          |          |       |
| Headway Factor             | 1.04  | 1.04  | 1.09    | 1.09     | 1.09     | 1.09  |
| Turning Speed (mph)        | 1.04  | 9     | 1.05    | 1.00     | 1.00     | 9     |
| Turn Type                  | Prot  | 3     | Perm    | NA       | NA       | pm+ov |
| Protected Phases           | 4     |       | I CIIII | 2        | 6        | •     |
|                            | 4     |       | 2       | 2        | Ö        | 4     |
| Permitted Phases           | 24.0  |       | 200.0   | 20.0     | 20.0     | 6     |
| Minimum Split (s)          | 31.0  |       | 36.0    | 36.0     | 36.0     | 31.0  |
| Total Split (s)            | 31.0  |       | 36.0    | 36.0     | 36.0     | 31.0  |
| Total Split (%)            | 46.3% |       | 53.7%   | 53.7%    | 53.7%    | 46.3% |
| Maximum Green (s)          | 25.0  |       | 30.0    | 30.0     | 30.0     | 25.0  |
| 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   |
| Total Lost Time (s)        | 6.0   |       |         | 6.0      | 6.0      | 6.0   |
| Lead/Lag                   |       |       |         |          |          |       |
| Lead-Lag Optimize?         |       |       |         |          |          |       |
| Walk Time (s)              | 7.0   |       | 7.0     | 7.0      | 7.0      | 7.0   |
| Flash Dont Walk (s)        | 18.0  |       | 23.0    | 23.0     | 23.0     | 18.0  |
| Pedestrian Calls (#/hr)    | 0     |       | 0       | 0        | 0        | 0     |
| Act Effct Green (s)        | 25.0  |       | U       | 30.0     | 30.0     | 67.0  |
| Actuated g/C Ratio         | 0.37  |       |         | 0.45     | 0.45     | 1.00  |
|                            |       |       |         |          |          | 0.22  |
| v/c Ratio                  | 0.61  |       |         | 0.45     | 0.21     |       |
| Control Delay              | 12.9  |       |         | 14.5     | 12.2     | 0.3   |

|                         | ٠                 | $\rightarrow$ | 4          | <b>†</b>    | <b>↓</b>  | ✓           |
|-------------------------|-------------------|---------------|------------|-------------|-----------|-------------|
| Lane Group              | EBL               | EBR           | NBL        | NBT         | SBT       | SBR         |
| Queue Delay             | 0.0               |               |            | 0.0         | 0.0       | 0.0         |
| Total Delay             | 12.9              |               |            | 14.5        | 12.2      | 0.3         |
| LOS                     | В                 |               |            | В           | В         | Α           |
| Approach Delay          | 12.9              |               |            | 14.5        | 4.4       |             |
| Approach LOS            | В                 |               |            | В           | Α         |             |
| Intersection Summary    |                   |               |            |             |           |             |
| Area Type:              | Other             |               |            |             |           |             |
| Cycle Length: 67        |                   |               |            |             |           |             |
| Actuated Cycle Length   | n: 67             |               |            |             |           |             |
| Offset: 0 (0%), Refere  | nced to phase 2:N | NBTL and      | d 6:SBT, S | Start of Gr | een       |             |
| Natural Cycle: 70       |                   |               |            |             |           |             |
| Control Type: Pretime   |                   |               |            |             |           |             |
| Maximum v/c Ratio: 0.   | 61                |               |            |             |           |             |
| Intersection Signal De  |                   |               |            | Int         | ersection | LOS: B      |
| Intersection Capacity I | Utilization 58.4% |               |            | IC          | U Level o | f Service B |
| Analysis Period (min)   | 15                |               |            |             |           |             |

Splits and Phases: 4: S. Riverside Ave. & Croton Point Ave.



|                            | ٠     | <b>→</b> | •     | •     | <b>←</b> | •     | •     | <b>†</b> | <i>&gt;</i> | <b>/</b> | <del> </del> | - ✓   |
|----------------------------|-------|----------|-------|-------|----------|-------|-------|----------|-------------|----------|--------------|-------|
| Lane Group                 | EBL   | EBT      | EBR   | WBL   | WBT      | WBR   | NBL   | NBT      | NBR         | SBL      | SBT          | SBR   |
| Lane Configurations        |       | 4        |       |       | 4        |       |       | 4        | 7           |          | 4            |       |
| Traffic Volume (vph)       | 44    | 178      | 17    | 42    | 313      | 213   | 40    | 483      | 52          | 119      | 357          | 41    |
| Future Volume (vph)        | 44    | 178      | 17    | 42    | 313      | 213   | 40    | 483      | 52          | 119      | 357          | 41    |
| Ideal Flow (vphpl)         | 1900  | 1900     | 1900  | 1900  | 1900     | 1900  | 1900  | 1900     | 1900        | 1900     | 1900         | 1900  |
| Lane Width (ft)            | 12    | 16       | 12    | 12    | 16       | 12    | 12    | 10       | 9           | 12       | 12           | 12    |
| 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                        | 1.00  | 0.991    | 1.00  | 1.00  | 0.949    | 1.00  | 1.00  | 1.00     | 0.850       | 1.00     | 0.989        | 1.00  |
| Flt Protected              |       | 0.991    |       |       | 0.996    |       |       | 0.996    | 0.000       |          | 0.989        |       |
| Satd. Flow (prot)          | 0     | 2073     | 0     | 0     | 1987     | 0     | 0     | 1732     | 1425        | 0        | 1822         | 0     |
| Flt Permitted              |       | 0.673    |       |       | 0.954    |       |       | 0.929    | 1 120       |          | 0.557        |       |
| Satd. Flow (perm)          | 0     | 1408     | 0     | 0     | 1904     | 0     | 0     | 1615     | 1425        | 0        | 1026         | 0     |
| Right Turn on Red          |       | 1100     | Yes   |       | 1001     | Yes   |       | 1010     | Yes         |          | 1020         | Yes   |
| Satd. Flow (RTOR)          |       | 6        | 100   |       | 47       | 100   |       |          | 55          |          | 8            | 100   |
| Link Speed (mph)           |       | 30       |       |       | 30       |       |       | 30       |             |          | 30           |       |
| Link Distance (ft)         |       | 274      |       |       | 342      |       |       | 519      |             |          | 365          |       |
| Travel Time (s)            |       | 6.2      |       |       | 7.8      |       |       | 11.8     |             |          | 8.3          |       |
| Peak Hour Factor           | 0.80  | 0.80     | 0.80  | 0.77  | 0.77     | 0.77  | 0.94  | 0.94     | 0.94        | 0.94     | 0.94         | 0.94  |
| Bus Blockages (#/hr)       | 0.00  | 0.00     | 0.00  | 1     | 1        | 1     | 0.01  | 0.01     | 0.01        | 0.01     | 0.01         | 0.01  |
| Adj. Flow (vph)            | 55    | 223      | 21    | 55    | 406      | 277   | 43    | 514      | 55          | 127      | 380          | 44    |
| Shared Lane Traffic (%)    | 00    | ZZO      |       |       | 100      |       | 10    | 011      |             | 161      | 000          |       |
| Lane Group Flow (vph)      | 0     | 299      | 0     | 0     | 738      | 0     | 0     | 557      | 55          | 0        | 551          | 0     |
| Enter Blocked Intersection | No    | No       | No    | No    | No       | No    | No    | No       | No          | No       | No           | No    |
| Lane Alignment             | Left  | Left     | Right | Left  | Left     | Right | Left  | Left     | Right       | Left     | Left         | Right |
| Median Width(ft)           |       | 12       |       |       | 12       |       |       | 0        |             |          | 0            |       |
| Link Offset(ft)            |       | 0        |       |       | 0        |       |       | 0        |             |          | 0            |       |
| Crosswalk Width(ft)        |       | 16       |       |       | 16       |       |       | 16       |             |          | 16           |       |
| Two way Left Turn Lane     |       |          |       |       |          |       |       |          |             |          |              |       |
| Headway Factor             | 1.00  | 0.85     | 1.00  | 1.00  | 0.85     | 1.00  | 1.00  | 1.09     | 1.14        | 1.00     | 1.00         | 1.00  |
| Turning Speed (mph)        | 15    |          | 9     | 15    |          | 9     | 15    |          | 9           | 15       |              | 9     |
| Turn Type                  | Perm  | NA       |       | Perm  | NA       |       | Perm  | NA       | Perm        | Perm     | NA           |       |
| Protected Phases           |       | 4        |       |       | 8        |       |       | 2        |             |          | 6            |       |
| Permitted Phases           | 4     |          |       | 8     |          |       | 2     |          | 2           | 6        |              |       |
| Minimum Split (s)          | 31.0  | 31.0     |       | 31.0  | 31.0     |       | 40.0  | 40.0     | 40.0        | 40.0     | 40.0         |       |
| Total Split (s)            | 31.0  | 31.0     |       | 31.0  | 31.0     |       | 40.0  | 40.0     | 40.0        | 40.0     | 40.0         |       |
| Total Split (%)            | 43.7% | 43.7%    |       | 43.7% | 43.7%    |       | 56.3% | 56.3%    | 56.3%       | 56.3%    | 56.3%        |       |
| Maximum Green (s)          | 25.0  | 25.0     |       | 25.0  | 25.0     |       | 34.0  | 34.0     | 34.0        | 34.0     | 34.0         |       |
| 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          |       |
| Total Lost Time (s)        |       | 6.0      |       |       | 6.0      |       |       | 6.0      | 6.0         |          | 6.0          |       |
| Lead/Lag                   |       |          |       |       |          |       |       |          |             |          |              |       |
| Lead-Lag Optimize?         |       |          |       |       |          |       |       |          |             |          |              |       |
| Walk Time (s)              | 7.0   | 7.0      |       | 7.0   | 7.0      |       | 7.0   | 7.0      | 7.0         | 7.0      | 7.0          |       |
| Flash Dont Walk (s)        | 18.0  | 18.0     |       | 18.0  | 18.0     |       | 27.0  | 27.0     | 27.0        | 27.0     | 27.0         |       |
| Pedestrian Calls (#/hr)    | 0     | 0        |       | 0     | 0        |       | 0     | 0        | 0           | 0        | 0            |       |
| Act Effct Green (s)        |       | 25.0     |       |       | 25.0     |       |       | 34.0     | 34.0        |          | 34.0         |       |
| Actuated g/C Ratio         |       | 0.35     |       |       | 0.35     |       |       | 0.48     | 0.48        |          | 0.48         |       |
| v/c Ratio                  |       | 0.60     |       |       | 1.05     |       |       | 0.72     | 0.08        |          | 1.11         |       |
| Control Delay              |       | 24.5     |       |       | 73.5     |       |       | 21.3     | 3.6         |          | 97.3         |       |
|                            |       |          |       |       | . 0.0    |       |       |          | J.0         |          | 00           |       |

|   | •     | <b>→</b> | •   | •                      | <b>—</b> | •   | 4   | <b>†</b> | ~   | <b>\</b> | ļ    | 4   |
|---|-------|----------|-----|------------------------|----------|-----|-----|----------|-----|----------|------|-----|
| Lane Group  | EBL   | EBT      | EBR | WBL                    | WBT      | WBR | NBL | NBT      | NBR | SBL      | SBT  | SBR |
| Queue Delay   |       | 0.0      |     |                        | 0.0      |     |     | 0.0      | 0.0 |          | 0.0  |     |
| Total Delay   |       | 24.5     |     |                        | 73.5     |     |     | 21.3     | 3.6 |          | 97.3 |     |
| LOS   |       | С        |     |                        | Е        |     |     | С        | Α   |          | F    |     |
| Approach Delay  |       | 24.5     |     |                        | 73.5     |     |     | 19.7     |     |          | 97.3 |     |
| Approach LOS  |       | С        |     |                        | E        |     |     | В        |     |          | F    |     |
| Intersection Summary  |       |          |     |                        |          |     |     |          |     |          |      |     |
| Area Type:  | Other |          |     |                        |          |     |     |          |     |          |      |     |
| Cycle Length: 71  |       |          |     |                        |          |     |     |          |     |          |      |     |
| Actuated Cycle Length: 71   |       |          |     |                        |          |     |     |          |     |          |      |     |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |       |          |     |                        |          |     |     |          |     |          |      |     |
| Natural Cycle: 90   |       |          |     |                        |          |     |     |          |     |          |      |     |
| Control Type: Pretimed  |       |          |     |                        |          |     |     |          |     |          |      |     |
| Maximum v/c Ratio: 1.11   |       |          |     |                        |          |     |     |          |     |          |      |     |
| Intersection Signal Delay: 57.8                                       |       |          | ln  | Intersection LOS: E    |          |     |     |          |     |          |      |     |
| Intersection Capacity Utilization 105.9%                              |       |          | IC  | ICU Level of Service G |          |     |     |          |     |          |      |     |

Splits and Phases: 5: S. Riverside Ave. & Benedict Blvd

Analysis Period (min) 15

| ophils and i hases. S. O. Riverside Ave. & benedict biva |             |  |
|--|-------------|--|
| ï2 (R)   | <u>♣</u> 04 |  |
| 40 s   | 31s         |  |
| Ø6 (R)   | ₩ Ø8        |  |
| 40 s   | 31s         |  |