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Technical Memorandum

To: Village of Croton-on-Hudson Board of Trustees
From: AKRF, Inc.
Date: May 6, 2021
Re: 41-51 Maple Street Residential Development – Traffic Impact Study

This Traffic Impact Study (TIS) provides a detailed traffic analysis that was completed to assess the potential traffic and transportation impacts of the proposed residential development to be located at 41-51 Maple Street in the Village of Croton-on-Hudson (“the Proposed Project”).

This TIS describes traffic operations for existing conditions within the Study Area and for conditions in the future without the Proposed Project (the “No Build” analysis), and in the future with the Proposed Project (the “Build” analysis).

Regan Development Corporation (the “Applicant”), contract vendee of the property located at 41-51 Maple Street (the “Project Site”), is seeking, among other actions, special use permit approval from the Village of Croton-on-Hudson (the “Village”) Board of Trustees pursuant to §230-20.3.B(4) of the Village Zoning Code, to develop the currently vacant Project Site with a 33-unit multifamily residential development, the majority of which would be affordable housing (the “Proposed Project”). The Village Board of Trustees is serving as the Lead Agency for the Proposed Project’s environmental review pursuant to the State Environmental Quality Review Act (SEQRA).

As outlined in the Preliminary Site Plan prepared by Prime Companies (dated March 16, 2021), the Applicant is proposing to construct an approximately 41,100 square-foot (sf) multifamily residential development consisting of 33 rental apartments within two 2-story buildings, 61 at-grade parking spaces, landscaping, and private/public open spaces.

A. PRINCIPAL CONCLUSIONS

TRAFFIC

TRAFFIC ANALYSIS

Traffic conditions were evaluated for the following four intersections during the weekday AM and PM peak hours:

1. Maple Street (NYS Route 129) and Municipal Place/Shopping Center Driveway
2. Maple Street/Hudson River Road and South Riverside Avenue (NYS Route 9A)
3. South Riverside Avenue and Municipal Place

4. Maple Street and Project Site Driveway (Build condition only)

Field inventories of the intersection roadway geometries were conducted and signal timing plans were obtained from New York State Department of Transportation (NYSDOT) to provide the appropriate inputs to the operational analyses. Field inventories of the study area intersections, descriptions of the study area roadways, and the NYSDOT signal timing plans are provided in **Attachment A**.

Potential impacts of the Proposed Project were analyzed using methodologies based on the Highway Capacity Manual, 6th Edition (HCM 6) methodology (Synchro 10 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 A**.

For the purpose of this analysis, traffic impacts are identified as: (1) any change in 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 No Build 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.

Based on the criteria outlined above, no traffic impacts were identified for the Proposed Project. All intersection lane groups/movements would operate at LOS D or better under Existing, No Build, and Build conditions (see **Tables 1 and 2** which summarize traffic operating condition analysis results). As noted above, LOS D or better is typically considered acceptable operating conditions. The Synchro output reports for the Existing, No Build, and Build conditions are provided in **Attachment B**.

TRAFFIC VOLUME DEVELOPMENT

2021 Existing Conditions

Manual turning movement counts (TMC) at the three existing Study Area intersections were collected during the weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods in March, 2021. To account for pre-pandemic existing baseline traffic conditions, AKRF developed and applied an adjustment factor to the March 2021 TMC data as it was collected during the ongoing pandemic. Details of the development of these adjustment factors and the summarized TMC data are outlined in **Attachment A**. The 2021 Existing conditions traffic volumes are based on the adjusted TMC data.

2023 No Build Conditions

An annual background growth rate of 0.5 percent was applied to the 2021 Existing Conditions volumes. Additional trips were then added to the roadway network from another planned multifamily residential development in the vicinity of the study area (25 South Riverside Avenue) to develop the 2023 No Build traffic volumes. Trip generation and assignment information for the 25 South Riverside Avenue project are provided in **Attachment A**.

2023 Build Conditions

Traffic volumes anticipated to be generated by the proposed project were estimated utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. **Table 3** presents a summary of the project generated trips.

Table 1
2021 Existing and 2023 No Build Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM										
	2021 Existing				2023 No Build				2021 Existing				2023 No Build						
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS			
Signalized Intersections																			
1	Maple Street and Municipal Place/Shopping Center Driveway																		
	EB (Municipal Pl.)	LTR	0.71	33.6	C	LTR	0.72	33.9	C	LTR	0.74	35.4	D	LTR	0.74	35.7	D		
	WB (Shopping Ctr. Drv.)	LTR	0.16	18.4	B	LTR	0.15	18.3	B	LTR	0.28	20.9	C	LTR	0.28	20.9	C		
	NB (Maple St.)	LTR	0.22	9.9	A	LTR	0.23	10.1	B	LTR	0.40	12.3	B	LTR	0.40	12.3	B		
	SB (Maple St.)	LTR	0.60	14.0	B	LTR	0.60	14.3	B	LTR	0.44	8.8	A	LTR	0.45	8.9	A		
	Intersection		18.9		B	Intersection		19.2		B	Intersection		18.1		B	Intersection		18.2		B
2	Maple Street/Hudson River Road and S. Riverside Avenue (NYS Route 9A)																		
	WB (Hudson River Rd.)	LR	0.22	4.1	A	LR	0.22	4.1	A	LR	0.09	1.0	A	LR	0.09	1.0	A		
	SWB (Maple St.)	LR	0.63	23.9	C	LR	0.64	24.1	C	LR	0.29	15.0	B	LR	0.29	15.0	B		
	NB (Rt. 9A)	T	0.29	23.6	C	T	0.29	23.6	C	T	0.54	25.6	C	T	0.55	25.8	C		
	SB (Rt. 9A)	R	0.13	1.6	A	R	0.13	1.6	A	R	0.24	1.0	A	R	0.24	1.1	A		
		LT	0.58	29.2	C	LT	0.60	29.6	C	LT	0.57	26.6	C	LT	0.58	26.9	C		
Intersection		21.6		C	Intersection		21.8		C	Intersection		17.0		B	Intersection		17.2		B
3	S. Riverside Avenue (NYS Route 9A) and Municipal Place																		
	EB (Municipal Pl.)	LT	0.59	21.5	C	LT	0.60	21.9	C	LT	0.80	33.5	C	LT	0.81	34.3	C		
	WB (Municipal Pl.)	R	0.30	4.6	A	R	0.30	4.6	A	R	0.24	3.8	A	R	0.24	3.8	A		
		LTR	0.62	22.1	C	LTR	0.62	22.3	C	LTR	0.64	23.5	C	LTR	0.65	23.5	C		
	NB (Rt. 9A)	LTR	0.27	10.6	B	LTR	0.27	10.7	B	LTR	0.55	18.9	B	LTR	0.56	19.6	B		
	SB (Rt. 9A)	LTR	0.44	12.0	B	LTR	0.46	12.2	B	LTR	0.41	16.0	B	LTR	0.41	16.4	B		
Intersection		15.5		B	Intersection		15.6		B	Intersection		21.5		C	Intersection		21.9		C
Notes:																			
LOS = Level of Service, v/c = volume to capacity																			
L = Left Turn, T= Through, R = Right Turn; EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, SW = Southwestbound																			

Table 2

2023 No Build and Build Conditions Analysis

Intersection	Weekday AM								Weekday PM								
	2023 No Build				2023 Build				2023 No Build				2023 Build				
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	
Signalized Intersections																	
1																	
Maple Street and Municipal Place/Shopping Center Driveway																	
EB (Municipal Pl.)	LTR	0.72	33.9	C	LTR	0.74	35.3	D	LTR	0.74	35.7	D	LTR	0.77	37.9	D	
WB (Shopping Ctr. Drv.)	LTR	0.15	18.3	B	LTR	0.16	18.4	B	LTR	0.28	20.9	C	LTR	0.28	21.1	C	
NB (Maple St.)	LTR	0.23	10.1	B	LTR	0.23	9.8	A	LTR	0.40	12.3	B	LTR	0.40	12.1	B	
SB (Maple St.)	LTR	0.60	14.3	B	LTR	0.61	14.2	A	LTR	0.45	8.9	A	LTR	0.45	8.8	A	
		Intersection		19.2	B	Intersection		19.5	B	Intersection		18.2	B	Intersection		18.7	B
2																	
Maple Street/Hudson River Road and S. Riverside Avenue (NYS Route 9A)																	
WB (Hudson River Rd.)	LR	0.22	4.1	A	LR	0.22	4.1	C	LR	0.09	1.0	A	LR	0.09	1.0	A	
SWB (Maple St.)	LR	0.64	24.1	C	LR	0.64	24.2	B	LR	0.29	15.0	B	LR	0.29	15.0	B	
NB (Rt. 9A)	T	0.29	23.6	C	T	0.29	23.6	D	T	0.55	25.8	C	T	0.55	25.8	C	
	R	0.13	1.6	A	R	0.13	1.6	A	R	0.24	1.1	A	R	0.25	1.1	A	
SB (Rt. 9A)	LT	0.60	29.6	C	LT	0.60	29.6	A	LT	0.58	26.9	C	LT	0.58	26.9	C	
		Intersection		21.8	C	Intersection		21.8	C	Intersection		17.2	B	Intersection		17.1	B
3																	
S. Riverside Avenue (NYS Route 9A) and Municipal Place																	
EB (Municipal Pl.)	LT	0.60	21.9	C	LT	0.60	21.8	C	LT	0.81	34.3	C	LT	0.92	49.7	D	
	R	0.30	4.6	A	R	0.30	4.4	A	R	0.24	3.8	A	R	0.25	4.1	A	
WB (Municipal Pl.)	LTR	0.62	22.3	C	LTR	0.63	22.2	C	LTR	0.65	23.5	C	LTR	0.71	25.8	C	
NB (Rt. 9A)	LTR	0.27	10.7	B	LTR	0.28	11.1	B	LTR	0.56	19.6	B	LTR	0.54	16.7	B	
SB (Rt. 9A)	LTR	0.46	12.2	B	LTR	0.46	12.6	B	LTR	0.41	16.4	B	LTR	0.41	14.2	B	
		Intersection		15.6	B	Intersection		15.8	B	Intersection		21.9	C	Intersection		25.1	C
Unsignalized Intersections																	
4																	
Maple Street and Project Site Driveway																	
EB	Does Not Exist in No Build				LR	0.04	14.1	B	Does Not Exist in No Build				LR	0.02	12.9	B	
NB	Does Not Exist in No Build				L	0.01	8.6	A	Does Not Exist in No Build				L	0.01	8.2	A	
Notes:																	
LOS = Level of Service, v/c = volume to capacity																	
L = Left Turn, T= Through, R = Right Turn; EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, SW = Southwestbound																	

Table 3
Build Development Trip Generation

ITE Land Use		# of Units	Weekday AM Peak Hour			Weekday PM Peak Hour		
#	Description		In	Out	Total	In	Out	Total
220	Multifamily Housing (Low-Rise)	33	6	14	20	13	10	23
Source: Based on Institute of Transportation Engineers (ITE) <i>Trip Generation Manual, 10th Edition</i> .								

Trip distribution patterns to and from the Project Site were developed based on existing traffic patterns in the study area and then utilized to assign the project generated trips to the study area intersections. These project generated trips were then overlaid onto the No Build volumes to develop the Build traffic volumes.

Figures 1 through 9 depict the traffic volumes and assignments outlined above.

ACCIDENT HISTORY/SAFETY

The most recent three-year's traffic accident data for the study area intersections and roadways was obtained from NYSDOT. A total of 12 accidents were identified occurring in the study area during the January 1, 2018 through December 31, 2020 three-year period. No fatalities were identified as part of the accident data. A review of this data did not reveal any High Accident Locations (HAL – defined as where five or more accidents are reported at an intersection or along a corridor in a 12-month period). All intersections and roadway corridors within the study area experienced less than five accidents per year based on the NYSDOT data. Based on the relatively low number of accidents, no significant trends could be identified. Accident factors included following too closely (“tailgating”), disregard of traffic control devices, driver inattention, failure to yield right of way, passing or lane usage improperly,

None of the accidents were identified as involving pedestrians, however, one accident involved a collision with a bicyclist at the intersection of S. Riverside Avenue and Municipal Place in 2017.

The NYSDOT accident/crash data records are presented in **Attachment B**.

PARKING

Off-street parking facilities are present for the surrounding land uses in the study area. On-street parking is prohibited along the study area roadways.

The Proposed Project is currently proposing 61 surface parking spaces on-site, including 4 handicapped spaces. The proposed parking supply exceeds the 55 spaces required for the Proposed Project under the provisions of the site's C-2/Municipal Place Gateway Overlay zoning. It is anticipated that these 61 spaces would adequately meet the parking demand for the Proposed Project.

PEDESTRIAN AND BICYCLE CONDITIONS

As part of the Proposed Project, a new sidewalk will be constructed along the west side Maple Street from the southern edge of the site driveway to the northwest corner of the intersection of Maple Street and Municipal Place. This sidewalk will provide pedestrian access and connections to the existing bus stop on the west side of Maple Street, the existing midblock crosswalk on Maple Street (north of the Maple Street/Municipal Place intersection), and the nearby shopping center, bus stop, and sidewalk on the east side of Maple Street.

Both the Pierre Van Cortlandt Middle School and Croton-Harmon High School are within an approximately ½-mile walking distance from the Proposed Project. It is anticipated that students from both schools residing at the Proposed Project may opt to walk to school due to the close proximity of the schools. The new sidewalk described above would provide adequate pedestrian connections to accommodate students

walking to the schools to and from the Proposed Project. **Figure 10** provides a depiction of the routes that would be provided.

A designated signed bike lane is currently in-place on the west side of S. Riverside Avenue. No new bike facilities are planned along the study area roadways as part of the Proposed Project. However, the Applicant is considering providing bike racks and electric bike/electric vehicle charging stations on-site as part of the Proposed Project

PUBLIC TRANSPORTATION

Westchester County operates two Bee-Line bus routes within the study area; Route 10 (“Cortlandt Town Center-Croton”) and Route 14 (“Peekskill-Ossining-White Plains”). Bus stops are provided on both sides of Maple Street in the vicinity of the Proposed Project.

As part of the Proposed Project, upgrades are planned for the bus stop on the west side of Maple Street.

SCHOOL TRANSPORTATION

It is anticipated that as part of the Proposed Project, a school bus stop will be added at the project site driveway to pick up and discharge students. In order to alert drivers along Maple Street of these school bus stops, it is recommended that “School Bus Stop Ahead” warning signs be considered for installation along Maple Street approaching the project site driveway. **Attachment A** includes a depiction of the potential Manual of Uniform Traffic Control Devices (MUTCD) warning sign for installation which could be coordinated with NYSDOT (sign S3-1).

SITE ACCESS AND CIRCULATION

Access to the site will be provided via a full access driveway on the west side of Maple Street providing one ingress lane and one egress lane. The newly created intersection will be an unsignalized intersection with stop-sign control on the site driveway approach.

Due to the existing layout of the nearby shopping center, tractor trailer trucks making deliveries to the nearby shopping center at times will occasionally drive out of the shopping center driveway (located north of the proposed site driveway) onto Maple Street in order to facilitate reverse maneuvers to the shopping center loading docks, occasionally blocking Maple Street. In order to alert drivers along Maple Street of the potential for these occasional blockages by trucks, it is recommended that “Truck Crossing” warning signs be considered for installation along Maple Street. **Attachment A** includes depictions of potential Manual of Uniform Traffic Control Devices (MUTCD) warning signs for installation which could be coordinated with NYSDOT (signs W8-6 and W11-10).

B. OVERALL CONCLUSIONS

No traffic impacts were identified for the Proposed Project and all intersections are projected to operate at acceptable LOS under Existing, No Build, and Build conditions. No mitigation measures are anticipated to be necessary at any of the study area intersection as a result of the Proposed Project.

No High Accident Locations were identified in the study area.

Parking in exceedance of zoning requirements will be provided on-site and is anticipated to meet the projected demand.

The proposed sidewalk along the west side of Maple Street will provide connections to other existing pedestrian elements in the area and the adjacent shopping center, in addition to providing a pedestrian connection to the nearby Middle and High Schools for students that may opt to walk to school.

In order to alert drivers of the potential school bus stops that would occur at the project site driveway, “School Bus Stop Ahead” warning signs are recommended for placement along Maple Street approaching the driveway.

In order to address the occasional blockages of Maple Street by tractor trailer maneuvers to access the shopping center loading docks, “Truck Crossing” warning signs are recommended for placement along Maple Street.

TRAFFIC IMPACT STUDY FIGURES



bing ©2014 Microsoft Corporation AND ©2013 Nokia

Figure 1 Existing 2021 AM Peak Hour Volumes



Figure 2
Existing 2021 PM Peak Hour Volumes

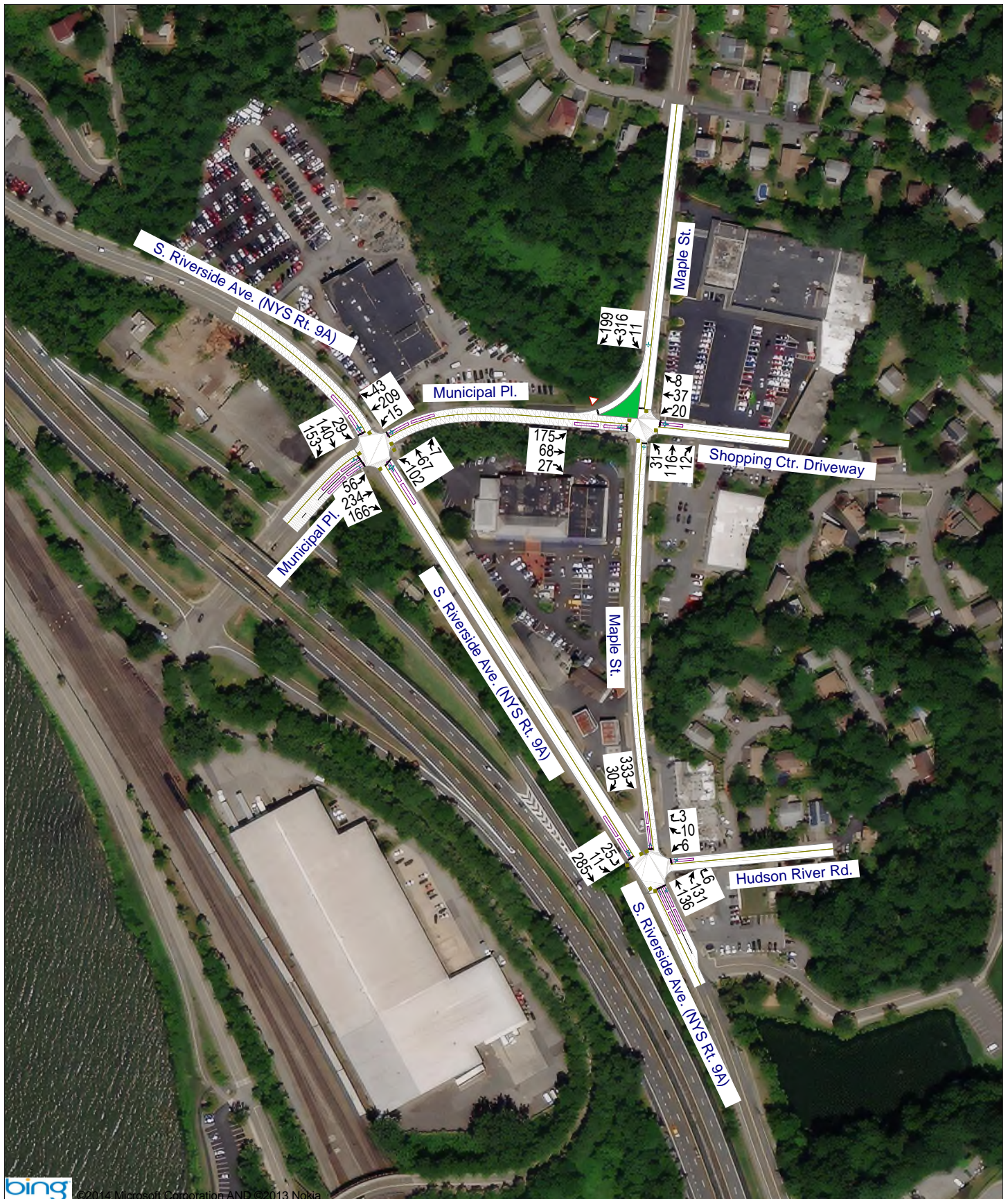


Figure 3
2023 No Build AM Peak Hour Volumes



Figure 4
2023 No Build PM Peak Hour Volumes



bing ©2014 Microsoft Corporation AND ©2013 Nokia

- 5 Percent 'In' Trips
- 5 Percent 'Out' Trips

Figure 5
Trip Distribution Percentages



Figure 6
Project Generated AM Peak Hour Volumes



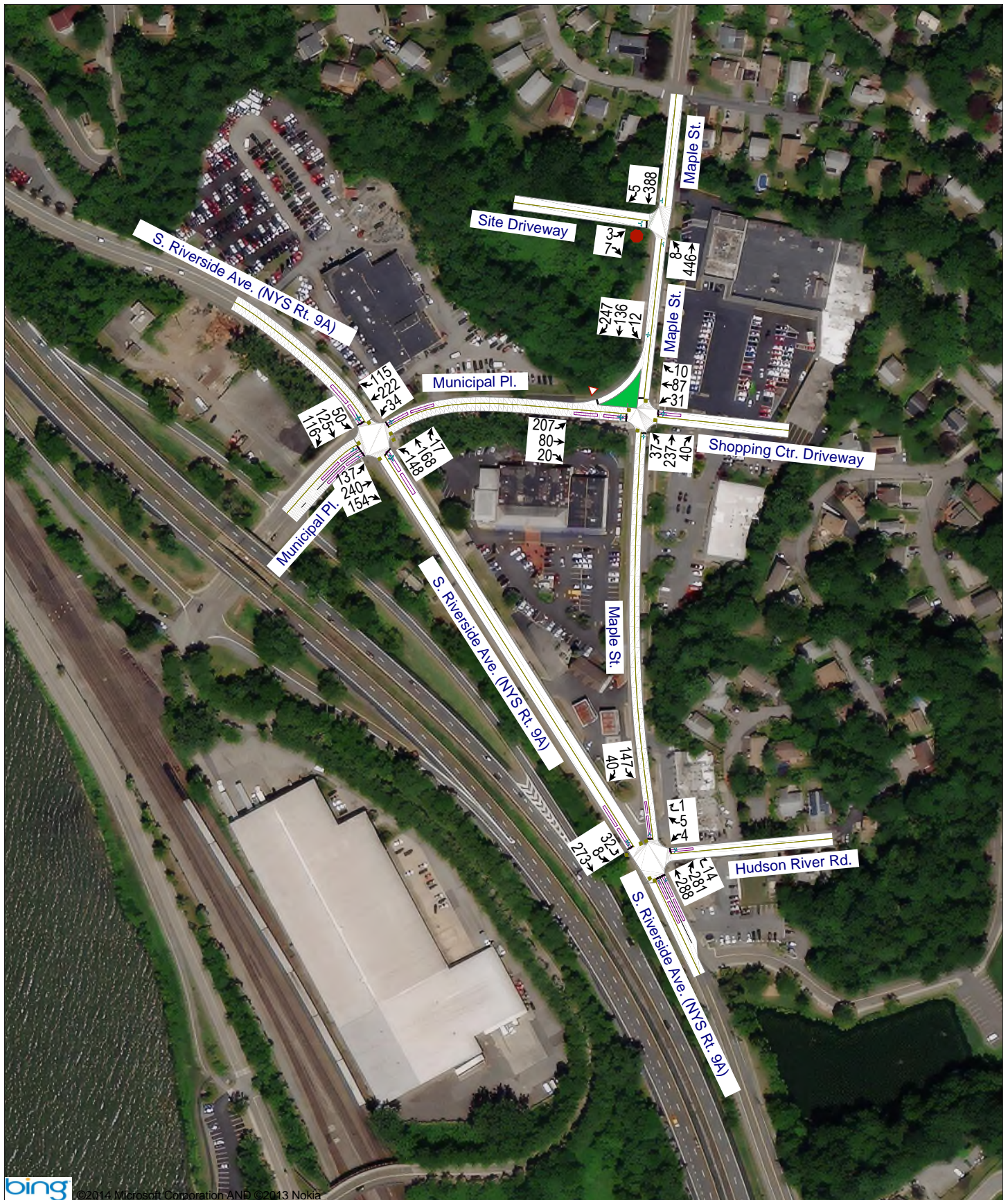
bing ©2014 Microsoft Corporation AND ©2013 Nokia

Figure 7
Project Generated PM Peak Hour Volumes



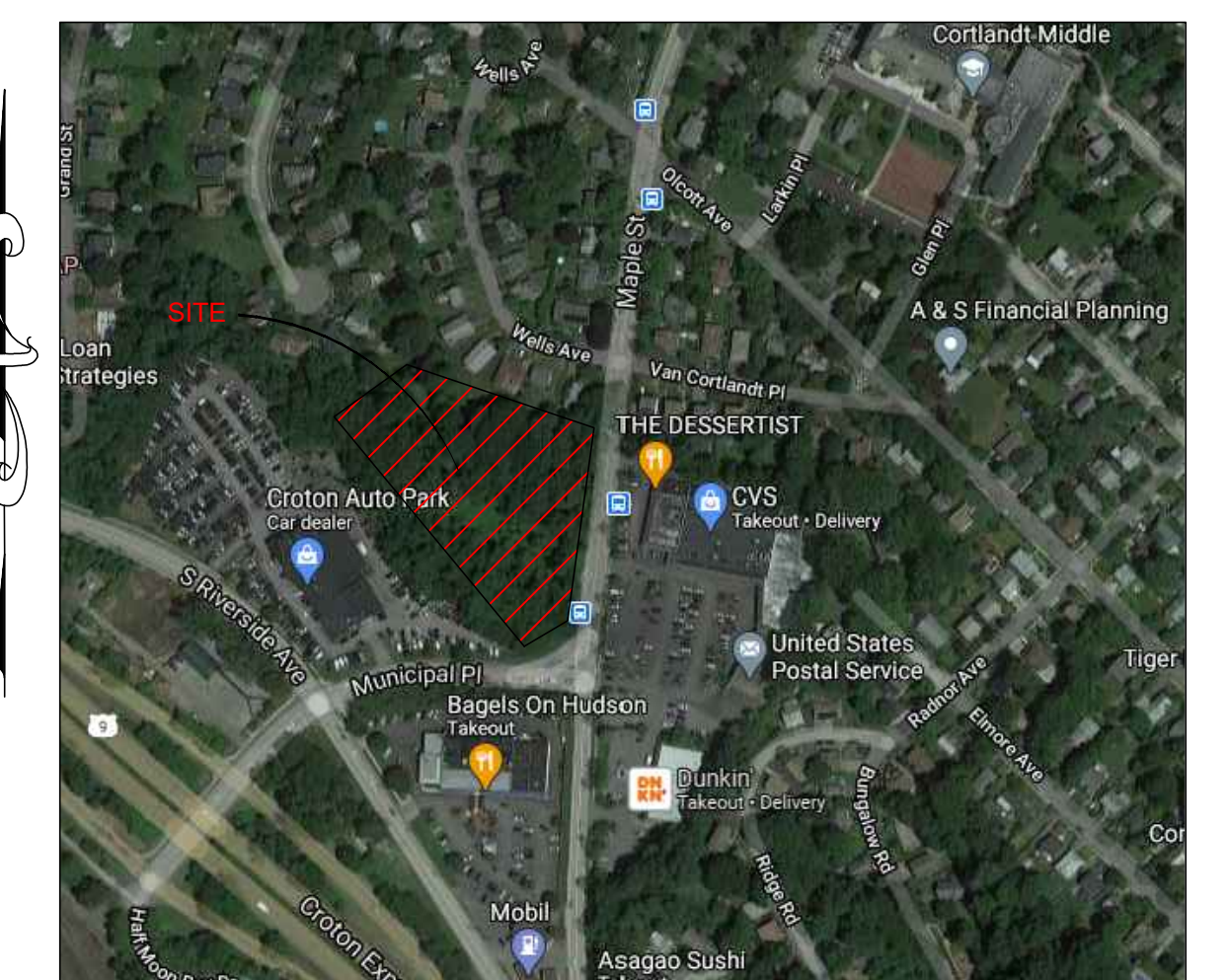
bing ©2014 Microsoft Corporation AND ©2013 Nokia

Figure 8
2023 Build AM Peak Hour Volumes



bing ©2014 Microsoft Corporation AND ©2013 Nokia

Figure 9
2023 Build PM Peak Hour Volumes



SITE LOCATION MAP
NOT TO SCALE

SITE INFORMATION

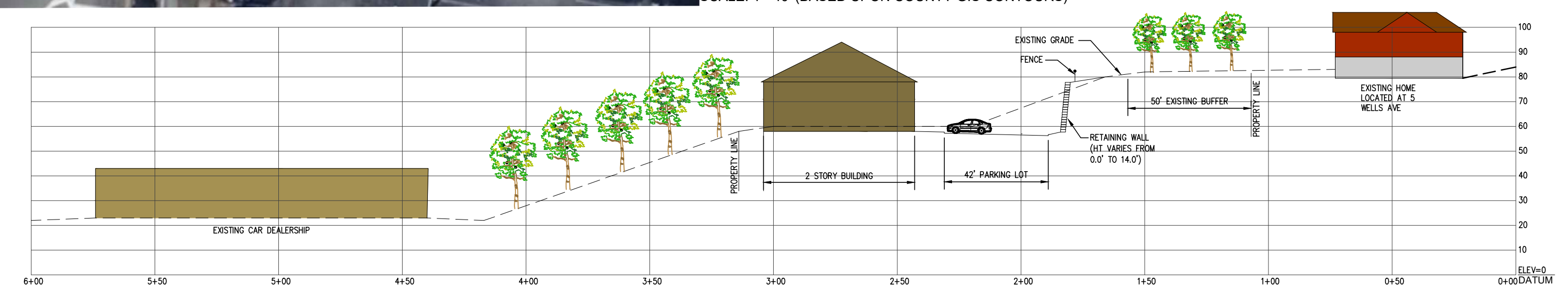
ZONING: C-2 WITH MUNICIPAL PLACE GATEWAY OVERLAY DISTRICT

	ALLOWED	PROPOSED	VARIANCE REQUIRED
MAXIMUM HEIGHT:	35 FEET	+/-28 FEET	NO
MINIMUM AREA:	N/A	N/A	NO
MINIMUM LOT WIDTH:	50 FEET	+/-200 FEET	NO
DENSITY:	33 UNITS	33 UNITS	NO
FLOOR AREA RATIO:	0.50	0.36	NO

SETBACK REQUIREMENTS	REQUIRED	PROPOSED	VARIANCE REQUIRED
FRONT BLDG. SETBACK:	20 FEET	+/-21 FEET	NO
SIDE BLDG. SETBACK:	10 FEET	+/-11 FEET	NO
REAR BLDG. SETBACK:	10 FEET	+/-52 FEET	NO

PARKING
REQUIRED-55 PARKINGS STALL
PROPOSED-61 PARKING STALLS OR 1.85 PARKING RATIO

SECTION A-A
SCALE: 1"=40' (BASED UPON COUNTY GIS CONTOURS)



SUBMITTAL / REVISIONS					
No.	DATE	DESCRIPTION	BY	REVIEWED BY:	DATE

PROJ. MANAGER:	
CHIEF DESIGNER:	
DESIGNED BY:	
DRAWN BY:	
CHECKED BY:	

THE ALTERATION OF THIS MATERIAL IN ANY WAY, UNLESS DONE UNDER THE DIRECTION OF A COMPARABLE PROFESSIONAL, (I.E.) ARCHITECT FOR AN ARCHITECT, ENGINEER FOR AN ENGINEER OR LANDSCAPE ARCHITECT FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS AND IS A CLASS "A" MISDEMEANOR.



621 COLUMBIA STREET EXT.
COHOES N.Y 12047
PH 518-785-9000

REGAN DEVELOPMENT

CONCEPT PLAN
41-51 MAPLE STREET

VILLAGE OF CROTON-ON-HUDSON
NEW YORK

SCALE: 1"=30'
CONTRACT No.:
PROJ. No.: 2021-004E
DATE: 2/25/2021

C-1

ATTACHMENT A

- Intersection Physical Inventories
- Study Area Intersection Roadway Descriptions and Jurisdiction Map
- NYSDOT Traffic Signal Timing Plans
- Capacity Analysis Methodology
- Summary of Development of Pre-Pandemic 2021 Existing Traffic Volumes
- Turning Movement Count (TMC) Data (AKRF and StreetLight Data)
- No Build Project Trip Assignment and Distribution Data (25 South Riverside Avenue Project)
- ITE Trip Generation Reference Data
- Depictions of Recommended MUTCD Signage

Intersection Physical Inventories

Maple @ Municipal



Maple Street



9.6'



15.0'

13.8'

Municipal Place

13.3'

12.4'

Shopping Center Driveway

8.9'

Maple Street



Maple @ S. Riverside (Rt. 9A)

NO
TURN
ON
RED

Maple Street

S. Riverside Avenue
(NYS Route 9A)



8.5'

12.2'

Hudson
River Road

18.9'

NO
TURN
ON
RED

20.2'

S. Riverside Avenue
(NYS Route 9A)

SPEED
LIMIT
30



100 ft

Municipal @ S. Riverside (Rt. 9A)

NO TURN ON RED
Westbound (Municipal Place)
Northbound (S. Riverside Ave.)
Southbound (S. Riverside Ave.)

S. Riverside Avenue
(NYS Route 9A)

Municipal Place



Municipal Place

S. Riverside Avenue
(NYS Route 9A)

14.1'

10.8'

11.5'

11.4'

15.3'



Study Area Intersection Roadway Descriptions
and Jurisdiction Map

ROADWAY AND INTERSECTION CHARACTERISTICS

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

Maple Street (NYS Route 129)

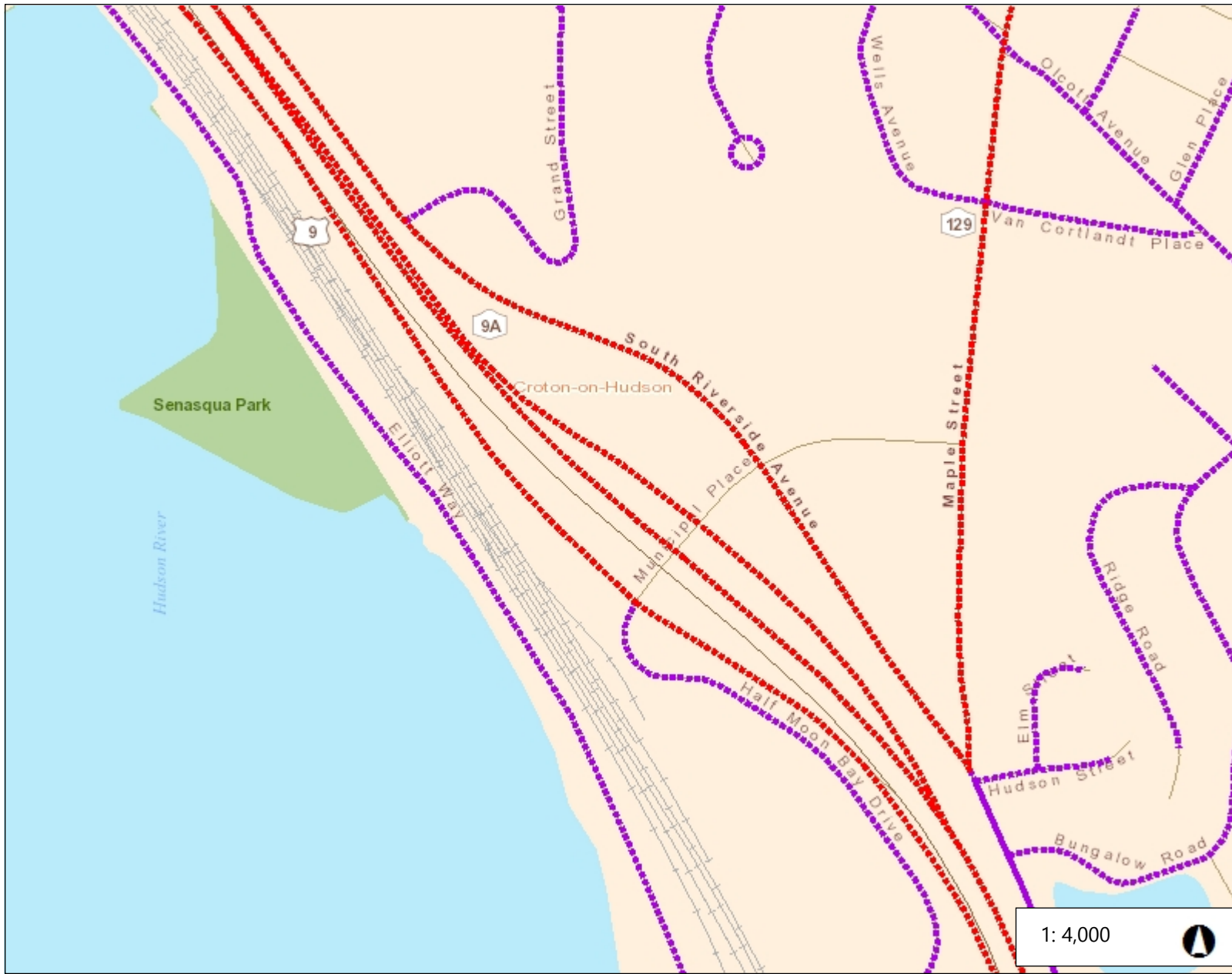
Maple Street (NYS Route 129) is classified by NYSDOT as a minor arterial roadway that generally traverses in a north-south direction. Maple Street is under the jurisdiction of NYSDOT and generally provides one moving lane in each direction within the study area. Maple Street has a posted speed limit of 30 mph in the study area. Based on field observations, the pavement along Maple Street in the study area is in good condition.

South Riverside Avenue (NYS Route 9A)

South Riverside Avenue (NYS Route 9A) is classified by NYSDOT as a minor arterial roadway that generally traverses in a north-south direction. South Riverside Avenue is under the jurisdiction of NYSDOT and generally provides one moving lane in each direction within the study area. South Riverside Avenue has a posted speed limit of 30 mph in the study area. Based on field observations, the pavement along South Riverside Avenue in the study area is in good condition.

Municipal Place

Municipal Place is local roadway that generally traverses in an east-west direction within the study area. Municipal Place generally provides one moving lane in each direction within the study area. At its eastbound approach with South Riverside Avenue, Municipal Place provides one shared left-turn/through lane and one exclusive right-turn lane. Municipal Place has a posted speed limit of 30 mph in the study area. Based on field observations, the pavement along Municipal Place in the study area is in good condition.



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

1: 4,000



0.1 0 0.06 0.1 Miles

Notes

Please enter the notes

NYSDOT Traffic Signal Timing Plans

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

STUDY :
CONTRACT :
PIN :
FILE :

File
W-391
SIGNAL NO(S)

WESTCHESTER
COUNTY

INTERSECTION Route 129 @ Municipal Place & Van Wyck Plaza

CITY VILLAGE TOWN OF CROTON ON HUDSON

Department Order filed _____ as Section 2055.11 Subdivision (I)

Prior specifications hereby superseded None October 18, 1983

Purpose : UPGRADE TO MODEL 179 MICROPROCESSOR

These specifications will be effective upon the Installation Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- Pretimed Signal
- Semi-traffic actuated signal
- Full-traffic actuated signal
- Pedestrian actuated signal
- Other _____

- B.
- Display vehicular indications
 - Display pedestrian indications
 - Be equipped with vehicle detectors
 - Be equipped with Pedestrian pushbuttons

as shown in the schematic scaled drawing on page 3

C. Be equipped with Pre-emption Interconnection and / or Coordination

Which are described as follows :

shop 03

- cc:
- (2) Main Office
 - (1) Region 8 Traffic Engineer
 - (2) D. SYWYK
 - () _____

<u>9/1/95</u>	_____	RTE
Date	Signature	Title
Installation Date	_____	
Modification Date	<u>September 1, 1995</u>	

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
 TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

STUDY:
 CONTRACT:
 PIN:
 FILE:

W-391 Westchester Sept. 1 1995 PAGE 2 OF 20 PAGES
 SIGNAL NO(S) COUNTY DATE

Table of Operations

Faces

<u>Phase</u>	<u>1,2,3,4</u>	<u>5,6,7,8</u>	<u>Ped "A"</u>
Ø1	Green	Red	Don't Walk
1st Clearance	Yellow	Red	Don't Walk
2nd Clearance	Red	Red	Don't Walk
Ø3	Red	Green	Don't Walk *
1st Clearance	Red	Yellow	Don't Walk
2nd Clearance	Red	Red	Don't Walk
Flashing Operation	Flashing Yellow	Flashing Red	Dark

Note: * This indication shall be Walk followed by Flashing Don't Walk and steady Don't Walk if a Pedastrian Push Button is activated

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
 TRAFFIC AND SAFETY DIVISION
 TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)





STUDY:
 CONTRACT:
 PIN:
 FILE:

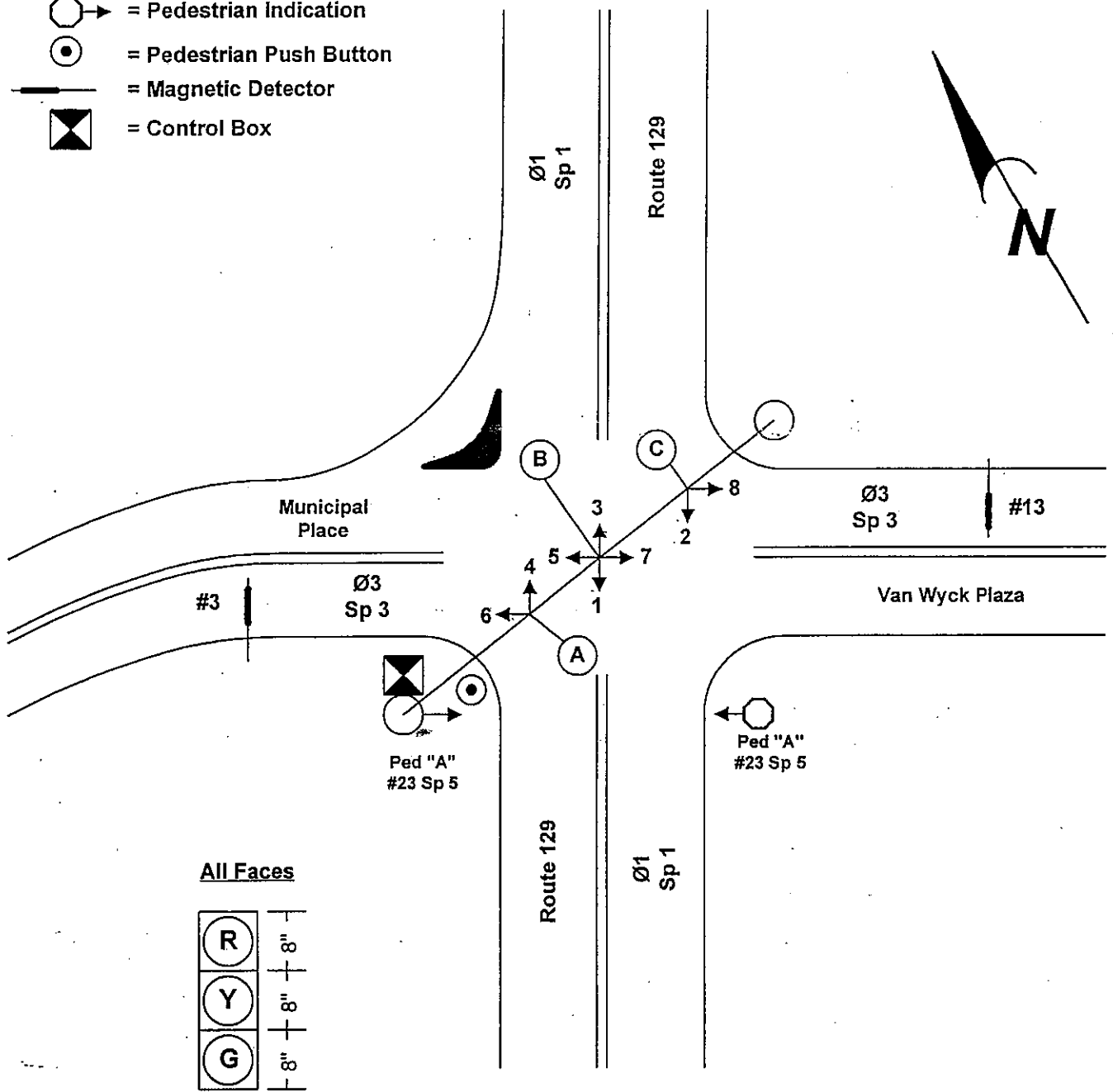
W-391
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Westchester
 COUNTY

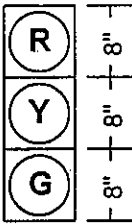
Sept, 1 1995
 DATE

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-  = Pedestrian Indication
-  = Pedestrian Push Button
-  = Magnetic Detector
-  = Control Box



All Faces



W 391

Overlap 1-16 Program Parm+ [1.5.2.1] [1.5.2.2]

Overlap	Conflict L	OFF	Overlap Lock Inhi	OFF	Parent Ph Clearar	ON	Extra Included P	ON
1	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
A	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
2	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
B	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
3	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
C	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
4	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
D	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
5	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
E	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
6	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
F	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
7	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
G	Conflict Olap				Red 1.5			
	Conflict Ped				LG			
8	Included	Ø			NORMAL			
	Modifier	Ø			Grn			
	Conflict	Ø			Yel 3.5			
H	Conflict Olap				Red 1.5			
	Conflict Ped				LG			

Coord Transition, CoordPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHld	Floa	Min Veh	Per	Min Ped	Per
1	12	22				EndGRN						
2	12	22				EndGRN						
3	12	22				EndGRN						
4	12	22				EndGRN						
5	12	22				EndGRN						
6	12	22				EndGRN						
7	12	22				EndGRN						
8	12	22				EndGRN						
9	12	22				EndGRN						
10	12	22				EndGRN						
11	12	22				EndGRN						
12	12	22				EndGRN						
13	12	22				EndGRN						
14	12	22				EndGRN						
15	12	22				EndGRN						
16	12	22				EndGRN						
17	12	22				EndGRN						
18	12	22				EndGRN						
19	12	22				EndGRN						
20	12	22				EndGRN						
21	12	22				EndGRN						
22	12	22				EndGRN						
23	12	22				EndGRN						
24	12	22				EndGRN						
25	0	0				BegGRN						
26	0	0				BegGRN						
27	0	0				BegGRN						
28	0	0				BegGRN						
29	0	0				BegGRN						
30	0	0				BegGRN						
31	0	0				BegGRN						
32	0	0				BegGRN						
33	0	0				BegGRN						
34	0	0				BegGRN						
35	0	0				BegGRN						
36	0	0				BegGRN						
37	0	0				BegGRN						
38	0	0				BegGRN						
39	0	0				BegGRN						
40	0	0				BegGRN						
41	0	0				BegGRN						
42	0	0				BegGRN						
43	0	0				BegGRN						
44	0	0				BegGRN						
45	0	0				BegGRN						
46	0	0				BegGRN						
47	0	0				BegGRN						
48	0	0				BegGRN						

Channel Settings [1.8.1]

Channel-->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3		3																			
Channel Type	VEH	VEH	VEH	VEH	PEC	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	
Channel Flash	YEL	RED	RED	RED	DRK	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	
Alt Hz																								

Channel+ Settings [1.8.4]

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

Channel Params [1.8.3] C1 IO Mode USER Single BIU Map SINGLE Invert Rail Input OFF

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWEL		
2	ON	RAIL	DWEL		
3	ON	EMERG	DWEL		
4	ON	EMERG	DWEL		
5	ON	EMERG	DWEL		
6	ON	EMERG	DWEL		

Pre #	MaxPres	MinGrn	MinWlk	PedCl	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track G	Min Dwe	Ext Dwe	PedCl	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

Preemption 1, Options+ [3.6]

Pre #	Exit Phase	Pre #	Lock	Override Auto	Override Higher	Flash Dwe Link
1		1	ON	ON	ON	OFF
2		2	ON	ON	ON	ON
3		3	ON	ON	ON	OFF
4		4	ON	ON	ON	OFF
5		5	ON	ON	ON	OFF
6		6	ON	ON	ON	OFF

Alt# 1 Times Table [1.1.6.1]

Column#.....->	1	2	3	4	5	6	7	8
Assign 0								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Cr								
Red Cr								
Walk								
Ped Cr								

Alt# 2 Times Table [1.1.6.1]

Column#.....->	1	2	3	4	5	6	7	8
Assign 0								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Cr								
Red Cr								
Walk								
Ped Cr								

Alt# 3 Times Table [1.1.6.1]

Column#.....->	1	2	3	4	5	6	7	8
Assign 0								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Cr								
Red Cr								
Walk								
Ped Cr								

Alt# 1 Options Table [1.1.6.2]

Column #	1->	2	3	4	5	6	7	8
Assign 0								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservide								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting 01								

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

C1-USER IO Map [1.8.9.1 In]

11-1	189	Unused
11-2	189	Unused
11-3	3	Veh Call 3
11-4	189	Unused
11-5	189	Unused
11-6	189	Unused
11-7	189	Unused
11-8	189	Unused
12-1	189	Unused
12-2	189	Unused
12-3	189	Unused
12-4	189	Unused
12-5	13	Veh Call 13
12-6	189	Unused
12-7	189	Unused
12-8	189	Unused
13-1	189	Unused
13-2	189	Unused
13-3	189	Unused
13-4	189	Unused
13-5	189	Unused
13-6	189	Unused
13-7	129	Ped Call 1
13-8	189	Unused
14-1		
14-2		
14-3		
14-4		
14-5	189	Unused
14-6	189	Unused
14-7	229	33xCMUStop
14-8	228	33xFlashSns
15-1	189	Unused
15-2	189	Unused
15-3	189	Unused
15-4	189	Unused
15-5	189	Unused
15-6	189	Unused
15-7	189	Unused
15-8	189	Unused
16-1	189	Unused
16-2	189	Unused
16-3	189	Unused
16-4	189	Unused
16-5	189	Unused
16-6	189	Unused
16-7	189	Unused
16-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used
C11S-USER IO Map [1.8.9.1 In]		
I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused
C11S-USER IO Map [1.8.9.2 Out]		
O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result	Fcn	Oper	Fcn	Oper	Fcn	Timer
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0
I 0 =	I	0	----	I	0	DLY 0

Security Access Levels [8.2]

1	SWLOAD	22	NONE
2	SECURE	23	NONE
3	NONE	24	NONE
4	NONE	25	NONE
5	NONE	26	NONE
6	NONE	27	NONE
7	NONE	28	NONE
8	NONE	29	NONE
9	NONE	30	NONE
10	NONE	31	NONE
11	NONE	32	NONE
12	NONE	33	NONE
13	NONE	34	NONE
14	NONE	35	NONE
15	NONE	36	NONE
16	NONE	37	NONE
17	NONE	38	NONE
18	NONE	39	NONE
19	NONE	40	NONE
20	NONE	41	NONE
21	NONE	42	NONE

43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6]

Station ID	7391
Group ID	
Master ID	0
Backup Time	900
SysUp Modem [6.1]	
Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-00
Alt:	0,0-000-000-00

2070 Port Parms [6]

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

2070 IP 1 Addressing [6.5]

Addr	Mask	Brdcst	GIWay	Port

2070 IP 2 Addressing [6.5]

Addr	Mask	Brdcst	GIWay	Port

2070 Port Binding Ports [6.6]

ASYNC	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

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

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
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SIGNAL # W-391

COUNTY # Westchester

DATE 09/01/95

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	Red	1,2 3,4	SP 1 R	14/19c-1-R		SP 1 R	
		Yellow		SP 1 Y	14/19c-1-O		SP 1 Y	
		Green		SP 1 G	14/19c-1-G		SP 1 G	
		Ground Wire		Grnd Bus	14/19c-1-W		Grnd Bus	
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø3	Red	5,6 7,8	SP 3 R	14/19c-1-R/B		SP 3 R	
		Yellow		SP 3 Y	14/19c-1-O/B		SP 3 Y	
		Green		SP 3 G	14/19c-1-G/B		SP 3 G	
		Ground Wire		Grnd Bus	14/19c-1-W/B		Grnd Bus	
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ped "A" Ø3	Don't Walk	23	SP 5 R	14/5c-1P-R		SP 5 R	
		-----		SP 5 Y	-----		SP 5 Y	
		Walk		SP 5 G	14/5c-1P-G		SP 5 G	
		Ground Wire		Grnd Bus	14/5c-1P-W		Grnd Bus	
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D254979
PIN: 8804.27.321
File : 55.11-9A

W#116

WESTCHESTER

PAGE 1 OF 20 PAGES

SIGNAL NO(S)

COUNTY

INTERSECTION ROUTE 9A AT ROUTE 129 AND HUDSON STREET

CITY VILLAGE TOWN OF CROTON ON HUDSON

Department Order filed 1/5/81 as Section 2055.11 Subdivision (f)

Prior specifications hereby superseded None May 22, 1985

Purpose : MODIFICATION TO TRAFFIC SIGNAL UNDER CONTRACT D254979

These specifications will be effective upon the Installation Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- Pretimed Signal
- Semi-traffic actuated signal
- Full-traffic actuated signal
- Pedestrian actuated signal
- Other _____

- B.
- Display vehicular indications
 - Display pedestrian indications
 - Be equipped with vehicle detectors
 - Be equipped with Pedestrian pushbuttons

as shown in the schematic scaled drawing on page 3

Be equipped with pre-emption which are described as follows interconnection and / or coordination

FILE SHOP CABINET

FINAL COPY

OCT 16 1995 WD F. Patricia RTE
Date Signature Title

Installation Date

Modification Date OCT 16 1995

- cc:
- () Main Office
 - (1) Region 8 Traffic Engineer
 - (2) D. SYWYK
 - (1) RES 8-8

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
 TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

Study:
 Contract:
 P.I.N.:
 File: 55.11.9A

116

Westchester

OCT 16 1995

PAGE 2 OF PAGES

SIGNAL NO(S).

COUNTY

DATE

TABLE OF OPERATIONS
 FACES

PHASES	1,2,3,	4	5	6	7,8
∅	Green	Green	Red	Red	Red
1st clearance to ∅2	Yellow	Yellow/→	Red	Red	Red
2nd clearance to ∅2	Red	Red/→	Red	Red	Red
1st clearance to ∅3	Yellow	Yellow	Red	Red	Red
2nd clearance to ∅3	Red	Red	Red	Red	Red
∅2	Red	Red/→	↑	↑ →	Red
1st clearance to ∅3	Red	Red/↻	Yellow	yellow	Red
2nd clearance to ∅3	Red	Red	Red	Red	Red
1st clearance to ∅1	Red	Red/→	Yellow	Yellow	Red
2nd clearance to ∅1	Red	Red/→	Red	Red	Red
∅3	Red	Red	Red	Red	Green
1st clearance to ∅	Red	Red	Red	Red	Yellow
2nd clearance to ∅	Red	Red	Red	Red	Red

↘ = Rt. Green Arrow
 ↑ = Vertical Green Arrow
 ↻ = Rt. Yellow Arrow

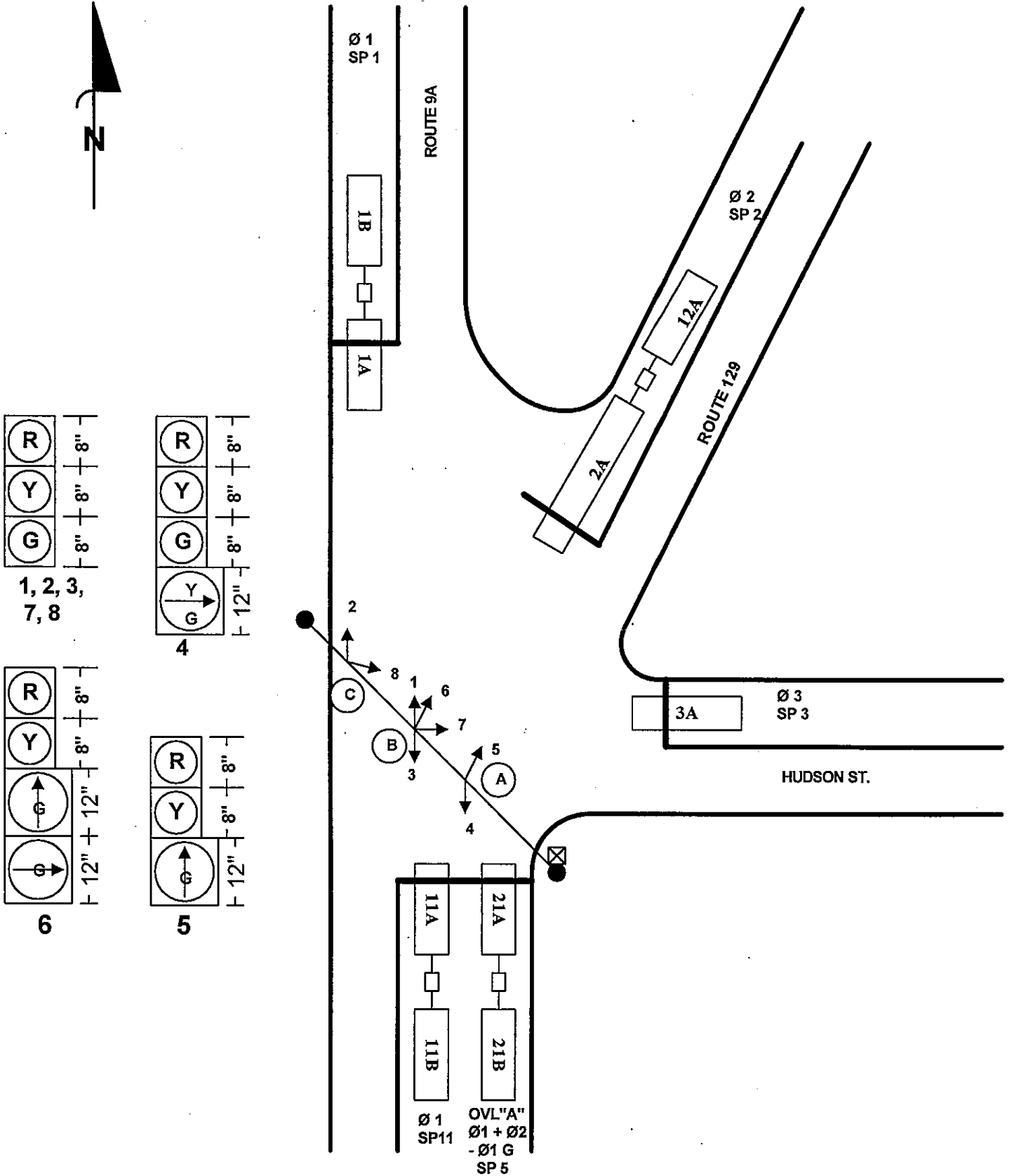
OCT 16 1995

W-116
 SIGNAL NO(S)

WESTCHESTER
 COUNTY

DATE

PAGE 3 OF 20 PAGES



MODEL 179 MISCELLANEOUS TIMER DISPLAYS
SIGNAL OPERATION SPECIFICATION

SIGNAL # W116

COUNTY # WEST

DATE OCT 16 1995

(NOTE: USE THE D (LOCATION #) COMMAND TO ACCESS THESE DYNAMIC TIMERS.)

DETECTOR DELAY/EXTENSION TIMERS

TIMER DESCRIPTION	LOCATION	TIMER DESCRIPTION	LOCATION
DELAY TIMERS 1-32	2040-205F	EXTENSION TIMERS 1-32	2060-207F

(To obtain the location for a specific detector delay or extension timer, subtract 100 from the location number where the delay or extension time is set in Locations 2140-217F).

PRE-EMPTION TIMERS

PHASE SELECTION TIMERS

TIME BEFORE PRE-EMPT TIMER	2080	GUARANTEED GREEN TIMER	208A
EXTENSION TIMER	2081		
GUARANTEED GREEN TIMER	2082		
CALL SELECT GREEN TIMER	2083		

EXCLUSIVE PEDESTRIAN

OFFSET HOLD

EXCL. PED WALK TIMER	208B	@ SAFETY TIMER	208D
EXCL. PED CLEARANCE TIMER	208C	@ EXTENSION TIMER	208E

CABINET FLASH TIME LOG (VIEW COMPOSITE DISPLAY THROUGH SPECIAL COMMAND "CF")

YEAR LAST ACTIVATED	2090	HOUR LAST ACTIVATED	2093
MONTH LAST ACTIVATED	2091	MINUTE LAST ACTIVATED	2094
DAY LAST ACTIVATED	2092		

POWERDOWN COUNTERS (TAPS VERSION 0.2 AND UP)

NUMBER OF SHORT POWERDOWNS	2097	(THESE ARE # OF POWERDOWNS OR # OF TIMES THE SYSTEM REPAIRED ITSELF SINCE 00:00 MIDNIGHT SUNDAY MORNING)
NUMBER OF LONG POWERDOWNS	2098	
NUMBER OF SYS REPAIRS	2099	

COORDINATION/TIMECLOCK
STATUS WORDS:

INDICATOR LIGHT # 9/AUX #1 = T.C. FUNCTION IN EFFECT
INDICATOR LIGHT #10/AUX #2 = COORDINATION IN EFFECT

WEEK PROGRAM IN EFFECT	20C0	PATTERN IN EFFECT	20C2
DAY PROGRAM IN EFFECT	20C1	*T.C. FUNCTION IN EFFECT	20C3

* When this location is displayed the three-digit code for the timeclock function(s) in effect will be displayed and indicator lights will be lit to indicate function as follows:

Function	Code	LED IND #		Function	Code	LED IND #	
Omit A	001	9	AUX 1	Aux. Output (SP9Y)	032	14	AUX 6
Omit B	002	10	2	Input by T.C.	064	15	7
R.I.R.	004	11	3	Spare	128	16	8
Max 2	008	12	4	Flash	255	9-16	1-8
Max 3	016	13	5				

@ NOT IMPLEMENTED

+++++

TE 261 (11/95)

PHASE TIMING DATA/TIMER INTERVALS

INTERVAL	PHASE/ INT. #								
		F1	F2	F3	F4	F5	F6	F7	F8
MEMORY/RECALL	00	004	000	000	000	000	000	000	000
WALK	01	---	---	---	---	---	---	---	---
PEDESTRIAN CLEARANCE	02	---	---	---	---	---	---	---	---
INITIAL	03	---	010	002	---	---	---	---	---
VARIABLE INITIAL	04	---	---	---	---	---	---	---	---
VARIABLE INIT. LIMIT	05	050	050	050	050	050	050	050	050
TIME BEFOR REDUCTION	06	---	---	---	---	---	---	---	---
TIME TO REDUCE	07	---	---	---	---	---	---	---	---
MAXIMUM GAP	08	00.1	06.0	00.1	00.1	00.1	00.1	00.1	00.1
MINIMUM GAP	09	---	---	---	---	---	---	---	---
GAP CLOCK	10	USED	WITH	DAA	ONLY	USED	WITH	DBB	ONLY
MAXIMUM GREEN 1	11	030	040	020	---	---	---	---	---
MAXIMUM GREEN 2	12	---	---	---	---	---	---	---	---
MAXIMUM GREEN 3	13	---	---	---	---	---	---	---	---
RECALL GREEN	14	030	030	015	---	---	---	---	---
YELLOW CLEARANCE	15	04.0	04.0	04.0	---	---	---	---	---
RED CLEARANCE	16	01.0	02.0	01.0	---	---	---	---	---
THIRD CLEARANCE	17	---	---	---	---	---	---	---	---
FOURTH CLEARANCE	18	---	---	---	---	---	---	---	---
		F1	F2	F3	F4	F5	F6	F7	F8

Changed to 2.0sec on 11-29-11 at the request of Jain Alexander

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:46:16

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TE 262-0 (11/95) MISCELLANEOUS PROGRAMMABLE DATA

TIMING/RANGE	FUNCTION	LOC.	TIME
IN SECONDS	STARTUP CLEARANCE TIMER A	2100	002
IN SECONDS	STARTUP CLEARANCE TIMER B	2101	—
IN MINUTES	DETECTOR ANALYSIS TIME	2102	034
000 = GREEN GATING	UNCONDITIONAL DELAY/EXTENSION	2103	—
001 = UNCONDITIONAL			
IN SECONDS / 004-012	ALL RED STARTUP TIMER	2104	000
ENABLE = 000	ACLIN FATAL ERROR SWITCH	2110	—
DISABLE = 170			
ENABLE = 102	DIAGNOSTIC MESSAGE CIRCULAR	2111	—
DISABLE = 000	BUFFER (USED WITH GUARD)		
001 - 255	MAXIMUM RANDOM INPUT INTERVAL	2115	—
001 - 040	MAX NO OF PERMITTED DETECTORS	2116	—
ENABLE = 099	RANDOM INPUTS SWITCH WORD	2117	—
DISABLE = 000			

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:46:43

+++++

TE 262-1 (11/95) MISCELLANEOUS PROGRAMMABLE DATA

DELAY TIMES - (DELAY TIME IN TENTHS OF SECONDS)

DETECTOR # 1	2140	—.—	DETECTOR #15	214E	—.—
DETECTOR # 2	2141	—.—	DETECTOR #16	214F	—.—
DETECTOR # 3	2142	10.0	DETECTOR #17	2150	—.—
DETECTOR # 4	2143	—.—	DETECTOR #18	2151	—.—
DETECTOR # 5	2144	—.—	DETECTOR #19	2152	—.—
DETECTOR # 6	2145	—.—	DETECTOR #20	2153	03.0
DETECTOR # 7	2146	—.—	DETECTOR #21	2154	—.—
DETECTOR # 8	2147	—.—	DETECTOR #22	2155	—.—
DETECTOR # 9	2148	—.—	DETECTOR #23	2156	—.—
DETECTOR #10	2149	—.—	DETECTOR #24	2157	—.—
DETECTOR #11	214A	—.—	DETECTOR #25	2158	—.—
DETECTOR #12	214B	—.—	DETECTOR #26	2159	—.—
DETECTOR #13	214C	—.—	DETECTOR #27	215A	—.—
DETECTOR #14	214D	—.—	DETECTOR #28	215B	—.—

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:46:55

+++++

TE 262-1A (11/95) MISCELLANEOUS PROGRAMMABLE DATA

EXTENSION TIMES - (EXTENSION TIME IN TENTHS OF SECONDS)

DETECTOR # 1	2160	—.—	DETECTOR #15	216E	—.—
DETECTOR # 2	2161	—.—	DETECTOR #16	216F	—.—
DETECTOR # 3	2162	—.—	DETECTOR #17	2170	—.—
DETECTOR # 4	2163	—.—	DETECTOR #18	2171	—.—
DETECTOR # 5	2164	—.—	DETECTOR #19	2172	—.—
DETECTOR # 6	2165	—.—	DETECTOR #20	2173	—.—
DETECTOR # 7	2166	—.—	DETECTOR #21	2174	—.—
DETECTOR # 8	2167	—.—	DETECTOR #22	2175	—.—
DETECTOR # 9	2168	—.—	DETECTOR #23	2176	—.—
DETECTOR #10	2169	—.—	DETECTOR #24	2177	—.—
DETECTOR #11	216A	—.—	DETECTOR #25	2178	—.—
DETECTOR #12	216B	—.—	DETECTOR #26	2179	—.—
DETECTOR #13	216C	—.—	DETECTOR #27	217A	—.—
DETECTOR #14	216D	—.—	DETECTOR #28	217B	—.—

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:47:05

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TE 262-2 (11/95) MISCELLANEOUS PROGRAMMABLE DATA (CONT.)

PRE-EMPTION - IN SECONDS	PREMPT A		PREMPT B		PREMPT C	
	LOC.	TIME	LOC.	TIME	LOC.	TIME
TIME BEFORE PRE-EMPTION	2180	---	2183	---	2186	---
EXTENSION TIME	2181	---	2184	---	2187	---
GUARANTEED GREEN TIME BEFORE	2182	002	2185	002	2188	002
CALL SELECT GREEN BEFORE					2189	---

MISCELLANEOUS			
TIMING/RANGE	FUNCTION	LOC.	TIME
IN SECONDS	PHASE SELECTION - GUARANTEED GREEN TIME	218A	002
IN SECONDS	EXCLUSIVE PED. WALK INTERVAL	218B	---
IN SECONDS	EXCLUSIVE PED. CLEARANCE INTERVAL	218C	---
IN SECONDS	@ OFFSET HOLD - SAFETY OVERRIDE	218D	---
IN SECONDS	@ OFFSET HOLD - EXTENSION	218E	050
IN SECONDS	PREEMPT C PED CLR MAX SAFETY TIMER	218F	---

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:47:12

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TE 262-3 (11/95) MISCELLANEOUS PROGRAMMABLE DATA

TAPS EDIT PROTECT CODE		21DE	—
NO PROTECT	= 000		
TRAFFIC COUNTS	= 001		
PATTERN PHASING	= 002		
PATTERN TIMING	= 004		
TIMECLOCK TABLES	= 008		
SIGNAL PROGRAMMABLE FEATURES	= 016		
SIGNAL TIMING FEATURES AND FAILURE ALARMS	= 032		
EDIT ACCESS CODE - MUST BE CODED IN ORDER TO EDIT ALL OTHER PROG. FEATURES LOCATIONS		21DF	xxx
* * * MAY NOT BE IMPLEMENTED BY DESKTOP * * *			

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:47:20

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TE 262-3A (11/95) MASTER TIMECLOCK PROGRAMMABLE DATA

001-012	BEGIN DAYLIGHT SAVINGS TIME MONTH	21EC	004
001-012	END DAYLIGHT SAVINGS TIME MONTH	21ED	010
001=FIRST	BEGIN DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EE	001
002=SECOND			
003=THIRD	END DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EF	005
004=FOURTH			
005=LAST OR FIFTH			
001 - 012	*Use "C8" and "C9" commands to display	*MONTH OF YEAR	21F0 xxx
001 - 031		*DAY OF MONTH	21F1 xxx
000 - 099		*YEAR	21F2 xxx
000 - 023		*HOUR OF DAY	21F3 xxx
000 - 059		*MINUTE OF HOUR	21F4 xxx
000 - 059		*SECOND OF MINUTE	21F5 xxx
001 - 007		DAY OF WEEK	21F6 xxx
001 - 053 (READ ONLY)		WEEK OF YEAR	21F7 xxx
001 = To portable card	TRANSFER MASTER CLOCK	21F8	xxx
002 = From portable card			
* * * 21F0-21F8 NOT IMPLEMENTED. USE CLOCK DOWNLOAD FUNCTION. * * *			

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:47:26

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TE 262-F (11/95)

FAILURE ALARM DATA

ALARM LOCATIONS			ALARM LOCATIONS			ALARM CODES
ALARM 00	F00	---	ALARM 16	F16	---	099=RTCA ERROR 098=EXCL. PED SWITCH ERROR 097=COMM. ERROR 083=TIMECLOCK ERROR 082=AC LINE ERROR 079=COORDINATION CONSISTANCY ERROR 0xx=HIGH OCC. 1xx=LOW OCC. 2xx=DETECTOR OVERRIDE
ALARM 01	F01	---	ALARM 17	F17	---	
ALARM 02	F02	---	ALARM 18	F18	---	
ALARM 03	F03	---	ALARM 19	F19	---	
ALARM 04	F04	---	ALARM 20	F20	---	
ALARM 05	F05	---	ALARM 21	F21	---	
ALARM 06	F06	---	ALARM 22	F22	---	
ALARM 07	F07	---	ALARM 23	F23	---	
ALARM 08	F08	---	ALARM 24	F24	---	
ALARM 09	F09	---	ALARM 25	F25	---	
ALARM 10	F10	---	ALARM 26	F26	---	
ALARM 11	F11	---	ALARM 27	F27	---	
ALARM 12	F12	---	ALARM 28	F28	---	
ALARM 13	F13	---	ALARM 29	F29	---	
ALARM 14	F14	---	ALARM 30	F30	---	
ALARM 15	F15	---	ALARM 31	F31	---	

CCS = 87B Signal # = 116

Rte = 9A

Rte Seq # = 280

DATE: 11/01/02 TIME: 02:49:22

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TE 262-4 (11/95)

PROGRAMMABLE FEATURES

FUNCTION			PHASE WORD								LOC.	CODE
			8	4	2	1	8	4	2	1		
VEHICLE PHASES PERMITTED			φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2200	C8
PEDESTRIAN PHASES PERMITTED			φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2201	—
			SP	SP	SP	SP	SP	SP	SP	SP		
STARTUP	A	OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2202	26
STARTUP	A	OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2203	—
STARTUP	A	OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	2204	—
STARTUP	A	OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	2205	10
STARTUP	A	OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	2206	—
STARTUP	A	OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	2207	—
STARTUP	B	OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2208	—
STARTUP	B	OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2209	—
STARTUP	B	OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	220A	—
STARTUP	B	OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	220B	—
STARTUP	B	OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	220C	—
STARTUP	B	OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	220D	—
STARTUP PHASES			φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	220E	80

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:49:29

+++++

TE 262-4A (11/95) PROGRAMMABLE FEATURES MISCELLANEOUS CONTROL WORDS

MISCELLANEOUS FUNCTIONS	(@ = NOT IMPLEMENTED BY TAPS)	LOC.	CODE
@ MANUAL CONTROL MODIFIER	ADVANCE = 01 HOLD = 02 EXCLUSIVE PED = 04	2210	—
@ REST POINT	BEFORE GAP = 00 AFTER GAP = 01	2211	—
DUAL RING MODIFIER	QUAD LEFT TURN OPERATION = 00 SPECIAL 6 PHASE SEQUENTIAL = 01	2212	—
CLEAR TABLE SELECTOR WORD	SIGNAL OPERATION FEATURES = 01 DAY PROGRAM = 02 YEAR PROGRAMMING TABLES = 04 PATTERN TIMING = 08 PATTERN PHASING = 10 TRAFFIC COUNT = 20 DIAGNOSTIC ERROR DATA = 40	2213	xx

* * * CLEAR TABLES FUNCTION NOT IMPLEMENTED BY DESKTOP. * * *

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:50:09

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TE 262-6 (11/95) INPUT CONTROL WORDS (CONT.)

FUNCTION									LOC.	CODE
INPUT JUMPING/SWITCHING NOTE: ANY INPUT FUNCTION CODE CAN BE USED AS A SECONDARY FUNCTION CODE.	SECONDARY FUNCTION - INPUT #1								223C	---
	SECONDARY FUNCTION - INPUT #2								223D	---
	SECONDARY FUNCTION - INPUT #3								223E	---
	SECONDARY FUNCTION - INPUT #4								223F	---
	SECONDARY FUNCTION - INPUT #5								2240	---
	SECONDARY FUNCTION - INPUT #6								2241	---
	SECONDARY FUNCTION - INPUT #7								2242	---
	SECONDARY FUNCTION - INPUT #8								2243	---
INPUT #1 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2244	---
INPUT #2 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2245	---
INPUT #3 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2246	---
INPUT #4 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2247	---
INPUT #5 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2248	---
INPUT #6 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2249	---
INPUT #7 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	224A	---
INPUT #8 - SECOND PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	224B	---
DETECTOR ANALYSIS										
LOW OCCUPANCY OVERRIDE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	224C	---
HIGH OCCUPANCY OVERRIDE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	224D	---
MISCELLANEOUS (@ = NOT IMPLEMENTED)										
@ OFFSET HOLD-PHASES	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	224E	---

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:50:33

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TE 262-7 (10/96) OUTPUT CONTROL WORDS
 COMBINE FUNCTION (X) AND SPECIFIER (Y) TO FORM CODE WORD (XY)

FUNCTION (X)	SPECIFIER (Y)	SWITCH PACK	LOC.	CODE	
0 = PHASE	1-8 = PHASE				
1 = PED ***	1 (9) = PEDA	4 (C) = PEDD	SP1	2270	01
	2 (A) = PEDB	5 (D) = PEDE	SP2	2271	02
	3 (B) = PEDC	6 (E) = PEDF	SP3	2272	03
			SP4	2273	—
2 = OVERLAP	1 = OVLA	4 = OVLD	SP5	2274	21
	2 = OVLB	5 = OVLE	SP6	2275	—
	3 = OVLC	6 = OVLF	SP7	2276	—
			SP8	2277	—
4 = DOUBLE CLR	1 = DCA	2 = DCB	SP9*	2278	—
	3 = DCC	4 = DCD	SP10	2279	—
	5 = DCE	6 = DCF			—
					—
6 = DC/OVL	1 = DC/OVLA	2 = DC/OVLB	SP11**	227A	01
			SP12	227B	—
C = MASTER OUTPUTS (R/Y/G)	0 = UNUSED/OFF2/OFF3		SP13	227C	—
	C = CYC1/CYC2/CYC3		SP14	227D	—
	F = FREE/SYNC/OFF1				—

NOTES: * SP9 (YELLOW) Outputs Aux Output by Timeclock
 ** SP11 (YELLOW) Outputs Blue Light
 *** Choose value in () for solid yellow output during DON'T WALK

CCS = 87B Signal # = 116

Rte = 9A

Rte Seq # = 280

DATE: 11/01/02 TIME: 02:50:52

+++++

TE 262-7A (11/95)

OVERLAPS

FUNCTION	PHASE WORD								LOC.	CODE
	8	4	2	1	8	4	2	1		
OVERLAP A GREEN PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	227E	40
OVERLAP B GREEN PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	227F	—
OVERLAP C GREEN PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2280	—
OVERLAP D GREEN PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2281	—
OVERLAP E GREEN PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2282	—
OVERLAP F GREEN PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2283	—
OVERLAP A CLEARANCE PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2284	C0
OVERLAP B CLEARANCE PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2285	—
OVERLAP C CLEARANCE PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2286	—
OVERLAP D CLEARANCE PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2287	—
OVERLAP E CLEARANCE PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2288	—
OVERLAP F CLEARANCE PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	2289	—
DC/OVL A DBL. CLEAR PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	228A	—
DC/OVL B DBL. CLEAR PHASE	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	228B	—
DC/OVL A OVL GREEN PHASES	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	228C	—
DC/OVL B OVL GREEN PHASES	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	228D	—
DC/OVL A CLEARANCE PHASES	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	228E	—
DC/OVL B CLEARANCE PHASES	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	228F	—

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:51:00

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TE 262-8 (11/95)

OUTPUT CONTROL WORDS

FUNCTION	PHASE WORD								LOC.	CODE
	8	4	2	1	8	4	2	1		
PEDESTRIAN										
PEDESTRIAN A PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2290	---
PEDESTRIAN B PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2291	---
PEDESTRIAN C PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2292	---
PEDESTRIAN D PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2293	---
PEDESTRIAN E PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2294	---
PEDESTRIAN F PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2295	---
FLASHING WALK PHASE WORD										
PEDESTRIAN PHASE REST N WALK	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2296	---
EXTENDED PED CLEARANCE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2297	---
DOUBLE CLEARANCE										
DOUBLE CLEARANCE A PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2298	---
DOUBLE CLEARANCE B PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2299	---
DOUBLE CLEARANCE C PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	229A	---
DOUBLE CLEARANCE D PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	229B	---
DOUBLE CLEARANCE E PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	229C	---
DOUBLE CLEARANCE F PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	229D	---
									229E	---

CCS = 87B Signal # = 116

Rte = 9A

Rte Seq # = 280

DATE: 11/01/02 TIME: 02:51:06

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TE 262-8A (11/95)

OUTPUT CONTROL WORDS (CONT.)

			NO = 00				YES = 01				229F	—	
			SP	SP	SP	SP	SP	SP	SP	SP			
3	COLOR FLASH MODIFIER												
3	COLOR FLASH MODIFIER OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	22A0			
3	COLOR FLASH MODIFIER OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	22A1	—		
3	COLOR FLASH MODIFIER OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	22A2	—		
3	COLOR FLASH MODIFIER OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	22A3	—		
3	COLOR FLASH MODIFIER OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	22A4	—		
3	COLOR FLASH MODIFIER OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	22A5	—		
LIGHT REDUCTION													
LIGHT	REDUCTION	OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	22A6		
LIGHT	REDUCTION	OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	22A7	—	
LIGHT	REDUCTION	OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	22A8	—	
LIGHT	REDUCTION	OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	22A9	—	
LIGHT	REDUCTION	OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	22AA	—	
LIGHT	REDUCTION	OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	22AB	—	

CCS = 87B Signal # = 116

Rte = 9A

Rte Seq # = 280

DATE: 11/01/02 TIME: 02:51:12

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TE 262-9 (11/95)

PHASE SELECTION

FUNCTION	PHASE WORD								LOC.	CODE
	8	4	2	1	8	4	2	1		
PHASE SELECTION - OMIT A	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22AC	—
PHASE SELECTION - OMIT B	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22AD	—
PHASE SELECTION - OMIT C	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22AE	—
PHASE SELECTION - OMIT D	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22AF	—
PHASE SELECTION - MODIFIER	OMIT IN ORDER OF CALL						= 00	22B0	—	
	OMIT PRIORITY A-B-C-D						= 80			

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280

DATE: 11/01/02 TIME: 02:51:20

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TE 262-9A (11/95)

PREEMPTION WORDS

PREEMPT MODIFIER	PREEMPT C FLASH = 02	22B1	—
	PREEMPT C FLASH = TC FLASH = 82		
	PREEMPT PRIORITY C-A-B = 20		
BLUE LIGHT MODIFIER & SELECTOR - COMBINE BLUE LIGHT OUTPUT (X) AND PREEMPTION SPECIFIER (Y) TO FORM CODE WORD (XY)		22B2	—
BLUE LIGHT OUTPUT (X)	PREEMPTION SPECIFIER (Y)		
FLASH = 0	NO BLUE LIGHT = 0		
STEADY = 8	PREEMPT A = 1		
	PREEMPT B = 2		
	PREEMPT C = 4		

FUNCTION	PHASE WORD								LOC.	CODE
	8	4	2	1	8	4	2	1		
PREEMPT A PHASE DELETE ϕ	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22B3	—
PREEMPT B PHASE DELETE ϕ	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22B4	—
PREEMPT C PHASE DELETE ϕ	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22B5	—
PREEMPT C CALL SELECT ϕ	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22B6	—
		SP	SP		SP	SP	SP	SP		
PREEMPT C FLASH OUTPUT	-	3Y	3R	-	2Y	2R	-	1R	22B7	—
PREEMPT C FLASH OUTPUT	-	6Y	6R	-	5Y	5R	-	4R	22B8	—
PREEMPT C FLASH OUTPUT	-	9Y	9R	-	8Y	8R	-	7R	22B9	—
PREEMPT C FLASH OUTPUT	-	12Y	12R	-	11Y	11R	-	10R	22BA	—
PREEMPT C FLASH OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	22BB	—
PREEMPT C FLASH OUTPUT	-	14Y	14R	-	13Y	13R	-	-	22BC	—
PREEMPT C PED CLR SW	= 00 USE EXISTING PED CLR = 01 USE PREEMPT C MAX PED CLR SAFETY TIMER (SEE 218F)								22BD	—
PREEMPT C PED CLR TIMER - PHASES TO OVERRIDE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22BE	—

CCS = 87B Signal # = 116 Rte = 9A Rte Seq # = 280
 DATE: 11/01/02 TIME: 02:51:27

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TE 262-10 (11/95) TIMECLOCK FUNCTIONS

FUNCTION	8	4	2	1	8	4	2	1	LOC.	CODE
		SP	SP		SP	SP	SP	SP		
FLASH OUTPUT	-	3Y	3R	-	2Y	2R	-	1R	22CE	---
FLASH OUTPUT	-	6Y	6R	-	5Y	5R	-	4R	22CF	---
FLASH OUTPUT	-	9Y	9R	-	8Y	8R	-	7R	22D0	---
FLASH OUTPUT	-	12Y	12R	-	11Y	11R	-	10R	22D1	---
FLASH OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	22D2	---
FLASH OUTPUT	-	14Y	14R	-	13Y	13R	-	-	22D3	---
OMIT A PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	22D4	---
OMIT B PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	22D5	---
REST IN RED	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	22D6	---
MAX GRN II PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	22D7	---
MAX GRN III PHASE WORD	φ 1	φ 2	φ 5	φ 6	φ 3	φ 4	φ 7	φ 8	22D8	---
INPUT 1-16 BY TIMECLOCK	1	3	5	7	9	11	13	15		
	2	4	6	8	10	12	14	16	22D9	---
INPUT 17-28 BY TIMECLOCK	17	19	21	23	25	27				
	18	20	22	24	26	28			22DA	---

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
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SIGNAL # W116

COUNTY # WEST

DATE OCT 16 1995

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 20C - B - R	2	SP 1 R	14 / 10C - C - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2	Ø 2	Red	5	SP 2 R	14 / 20C - B - R / B	6	SP 2 R	14 / 10C - C - R / B
		Yellow		SP 2 Y	- O / BL		SP 2 Y	- O / B
		→ / ↑		SP 2 G	- B / BL		SP 2 G	- G / B
		Ground Wire		Grnd Bus	- BI / W		Grnd Bus	- W / B
3	Ø 3	Red	7	SP 3 R	14 / 10C - A - R / B	8	SP 3 R	14 / 10C - B - R / B
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O / B
		Green		SP 3 G	- G / B		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	OVL "A" Ø1 + Ø2 - Ø1 G	----- ↔	4	SP 5 R	-----		SP 5 R	
		↔		SP 5 Y	14 / 10C - A - B		SP 5 Y	
		→		SP 5 G	- B		SP 5 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11	Ø 1	Red	3	SP 11 R	14 / 15C - B - R / W	4	SP 11 R	14 / 10C - A - R
		Yellow		SP 11 Y	- BL / W		SP 11 Y	- O
		Green		SP 11 G	- G / W		SP 11 G	- G
		Ground Wire		Grnd Bus	- B / W		Grnd Bus	- W
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
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SIGNAL # W116

COUNTY # WEST

DATE OCT 16 1995

CONFLICT / CURRENT MONITOR
PROGRAMMING

D254979

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP 1 - SP 2	SP 1 - SP 5	SP 2 - SP 11		4 - 10, 12 - 14
SP 1 - SP 11	SP 2 - SP 5			
SP 5 - SP 11				

NOTES:

MODEL 179 SIGNAL OPERATION
 PROGRAMMABLE FEATURES
 SIGNAL OPERATION SPECIFICATION

TAPS _____
 STUDY # _____
 FILE # _____
 PAGE 20 OF 20

SIGNAL # W116 COUNTY # WEST DATE OCT 16 1995

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. YPE	DET. AN OVER	REMARKS
1A, 1B	Ø 1	1A, 1B	NORMAL		PRESENCE LOOP
2A, 2B	Ø 2	2A	NORMAL		PRESENCE LOOP
3A, 3B	Ø 3	3A, 3B	NORMAL		PRESENCE LOOP
4A, 4B					
5A, 5B					
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø 1	11A, 11B	NORMAL		PRESENCE LOOP
12A, 12B	Ø 2	12A	NORMAL		PRESENCE LOOP
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B	Ø 1	21A, 21B	NORMAL		PRESENCE LOOP
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

<p>D <LOCATION #>:</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 2px;">d a a a a x x</div> or <div style="border: 1px solid black; padding: 2px;">d a a a a t t t</div> or <div style="border: 1px solid black; padding: 2px;">d a a a a A t t t</div> </div> <p>d = DISPLAY LOCATION # COMMAND aaaa = LOCATION # ENTERED A = DAY PROGRAM EVENT PART (A-D) (Locations E001 - E192 ONLY) xx = HEX. DATA VALUE (00-FF) ttt = DECIMAL DATA VALUE (000-255)</p>	<p>DAA <TIMING INT. #>:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">d A A i i F a: t t t</div> <p>dAA = DISPLAY RING A INTERVAL COMMAND ii = INTERVAL NUMBER ENTERED (00-31) F = FAZE a = RING A PHASE # (1-4) - DYNAMIC ttt = INTERVAL TIMING - DYNAMIC</p>
<p>DBB <TIMING INT. #>:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">d b b j j F b: s s s</div> <p>dbb = DISPLAY RING B INTERVAL COMMAND jj = INTERVAL NUMBER ENTERED (00-31) F = FAZE b = RING B PHASE # (5-8) - DYNAMIC sss = INTERVAL TIMING - DYNAMIC</p>	<p>DCC <DETECTOR #>:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">d C C i i x x x</div> <p>dCC = DISPLAY DETECTOR COUNT COMMAND ii = DETECTOR NUMBER ENTERED (01-40) xxx = NUMBER OF ACTUATIONS SINCE TERMINATION OF PHASE GREEN</p>
<p>CC7:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">:C 7: mm:d d:y y</div> <p>C7 = CHIP DATE month/day/year COMMAND mm = MONTH (01-12) dd = DAY (01-31) yy = YEAR (00-99)</p>	<p>CC8:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">:C 8: mm:d d:y y</div> <p>C8 = MASTER CLOCK month/day/year COMMAND mm = MONTH (01-12) dd = DAY (01-31) yy = YEAR (00-99)</p>
<p>CC9:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">:C 9: h h:m m:s s</div> <p>C9 = MASTER CLOCK hour/min/sec COMMAND hh = HOUR (00-23) mm = MINUTE (00-59) ss = SECOND (00-59)</p>	<p>CCA:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">F a:C A:z z i i: t t t</div> <p>CA = RING A DYNAMIC DISPLAY COMMAND F = FAZE a = RING A ACTIVE PHASE # (1-4) ii = RING A ACTIVE PHASE TIMING INTERVAL # ttt = DYNAMIC INTERVAL TIMING zz = PHASE TERMINATION MODE - FLASHING FLASHING DURING CLEARANCE</p>
<p>CCB:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">z z:C B:F b j j: s s s</div> <p>CB = RING B DYNAMIC DISPLAY COMMAND F = FAZE b = RING B ACTIVE PHASE # (5-8) jj = RING B ACTIVE PHASE TIMING INTERVAL # sss = DYNAMIC INTERVAL TIMING zz = PHASE TERMINATION MODE - FLASHING</p>	<p>CCC:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">F a:C C:F b i i: j j</div> <p>CC = DUAL RING DYNAMIC DISPLAY COMMAND F = FAZE a = RING A ACTIVE PHASE # (1-4) b = RING B ACTIVE PHASE # (5-8) ii = RING A ACTIVE PHASE TIMING INTERVAL # jj = RING B ACTIVE PHASE TIMING INTERVAL # (ii and jj replaced by zz during clearance)</p>
<p>CCD:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">i i:C D:j j t t t s s s</div> <p>CD = DUAL RING DYNAMIC DISPLAY COMMAND ii = RING A ACTIVE PHASE TIMING INTERVAL # jj = RING B ACTIVE PHASE TIMING INTERVAL # ttt = RING A DYNAMIC INTERVAL TIMING sss = RING B DYNAMIC INTERVAL TIMING</p>	<p>CCE:</p> <div style="border: 1px solid black; padding: 2px; display: inline-block;">m m:C E:n n g g.g h h.h</div> <p>CE = MAX GRN/GAP DUAL RING DISPLAY COMMAND mm = RING A MAX GRN TIMER — DYNAMIC nn = RING B MAX GRN TIMER - DYNAMIC gg.g = RING A GAP TIMER - DYNAMIC hh.h = RING B GAP TIMER - DYNAMIC</p>

TAPS — MODEL 179 OPERATING INSTRUCTIONS SHEET # 2
KEYBOARD INPUT COMMANDS — SUMMARY

<p>CCF: y y:C F:m m d d:h h:t t</p> <p>CF = CABINET FLASH DISPLAY COMMAND yy = YEAR (00-99) mm = MONTH (01-12) dd = DAY (01-31) hh = HOUR (00-23) tt = MINUTE (00-59)</p>	<p>C00: x x:0 0:z z A A A</p> <p>00 = PATTERN NUMBER DISPLAY COMMAND xx = PATTERN # IN EFFECT zz = MODE AAA = CYCLE LENGTH IN EFFECT</p>
<p>C01: O F:0 1:S Y b b b a a a</p> <p>01 = CYCLE/OFFSET DISPLAY COMMAND OF = OFFSET SY = SYSTEM bbb = LOCAL CYCLE TIMER aaa = SYSTEM CYCLE TIMER</p>	<p>C02: CY:0 2:z z b b b a a a</p> <p>02 = VEHICLE PERMISSIVE DISPLAY COMMAND CY = CYCLE zz = PERMISSIVE IN EFFECT bbb = LOCAL CYCLE TIMER aaa = PERMISSIVE TIMER call lights = phases not omitted</p>
<p>C03: CY:0 3:z z b b b a a a</p> <p>03 = PEDESTRIAN PERMISSIVE DISPLAY COMMAND CY = CYCLE zz = PEDESTRIAN PERMISSIVE IN EFFECT bbb = LOCAL CYCLE TIMER aaa = PERMISSIVE TIMER call lights = ped phase not omitted</p>	<p>C04: CY:0 4:z z b b b a a a</p> <p>04 = FORCE OFF DISPLAY COMMAND CY = CYCLE zz = FORCE OFF COMING UP bbb = LOCAL CYCLE TIMER aaa = TIME TO FORCE OFF call lights = phases forced off</p>
<p>DISPLAY COMMANDS</p> <p>F<ALARM LOC #>: F a a r n n x x x</p> <p>F = FAILURE ALARM DISPLAY COMMAND aa = ALARM LOC NUMBER ENTERED (00-31) r = RESETS OR OCCURANCES nn = NUMBER OF RESETS (00-12) xxx = FAILURE ALARM CODE</p>	<p>FAILURE ALARM CODES</p> <p>001-032 HIGH OCCUPANCY DETECTOR 01-32 101-132 LOW OCCUPANCY DETECTOR 01-32 201-232 DETECTOR ANALYSIS OVERRIDE DETECTOR 01-32 099 MASTER CLOCK RTCA ERROR-RESET CLOCK 098 EXCLUSIVE PEDESTRIAN PUSH BUTTON ERROR 097 COMMUNICATIONS ERROR 089 MODEL 602 MODEM SETUP ERROR 088 MODEL 602 MODEM SETUP ERROR 084 RTCA ERROR 083 MASTER CLOCK DATA ERROR-RESET CLOCK 082 MAIN A.C. SERVICE ERROR-CHECK SERVICE 079 PATTERN CONSISTENCY CHECK ERROR (COORD) 078 LATE RETURN TO ARTERY (COORD)</p>

FATAL ERROR MESSAGES: EEPRO, RA, PRO, GUARD, BORDER, COURT, AC LINE, NEORRF

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D254979
PIN: 8802.27.321
File : 55.11-9A

W-227

WESTCHESTER

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SIGNAL NO(S)

COUNTY

INTERSECTION ROUTE 9A AT MUNICIPAL PLACE & ROUTE 129

CITY VILLAGE TOWN OF CROTON ON HUDSON

Department Order filed 3/10/69 as Section 2055.11 Subdivision (k)

Prior specifications hereby superseded None January 22, 1991

Purpose : REINSTALLATION OF TRAFFIC SIGNAL UNDER CONTRACT D254979

These specifications will be effective upon the Installation Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- Pretimed Signal
- Semi-traffic actuated signal
- Full-traffic actuated signal
- Pedestrian actuated signal
- Other _____

- B.
- Display vehicular indications
 - Display pedestrian indications
 - Be equipped with vehicle detectors
 - Be equipped with Pedestrian pushbuttons

as shown in the schematic scaled drawing on page 3

Be equipped with pre-emption which are described as follows interconnection and / or coordination

~~FILE~~ SHOP CABINET

FINAL COPY

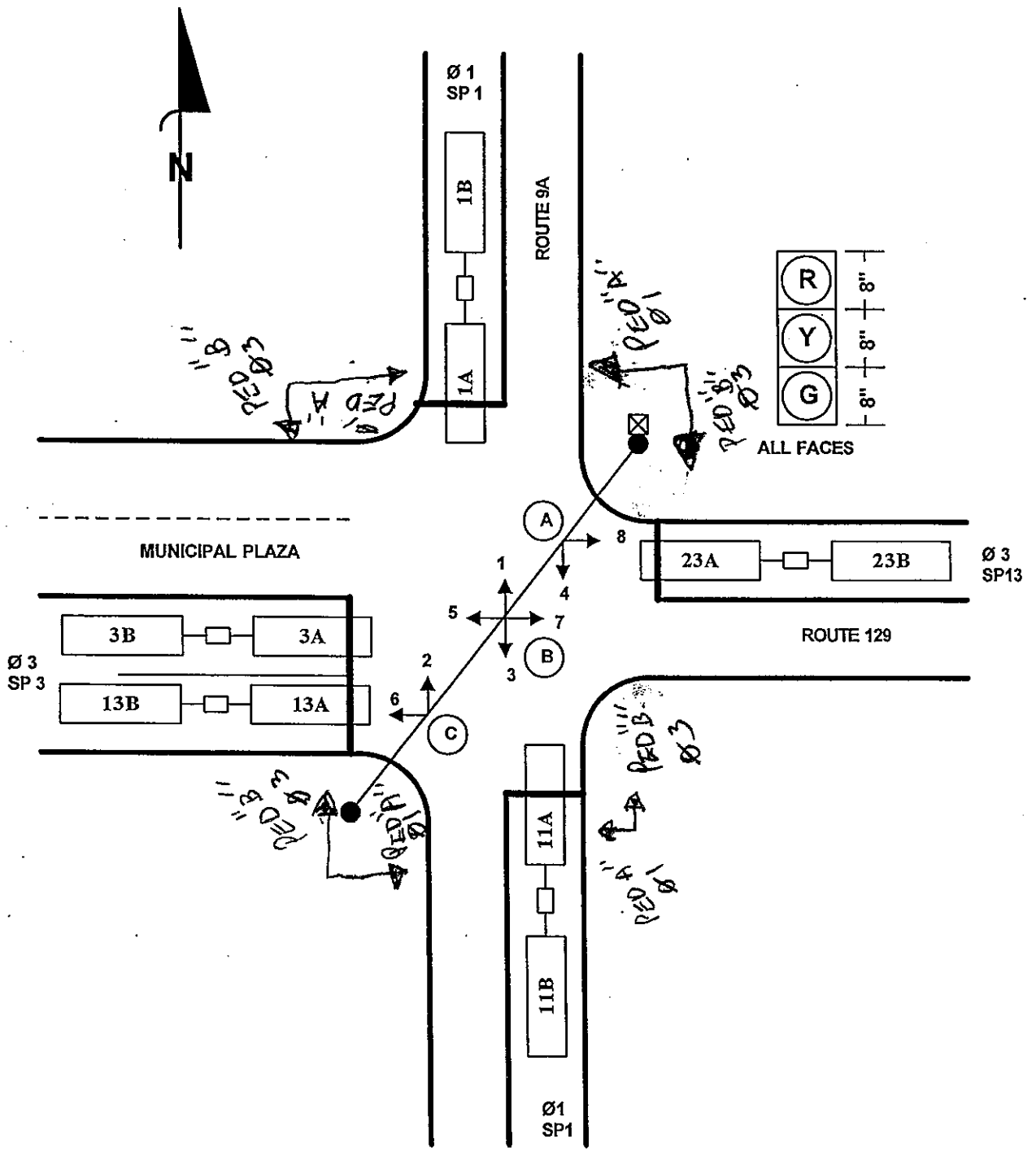
OCT 16 1995 WDFity Patrick RTE
Date Signature Title

Installation Date 3-29-10

Modification Date OCT 16 1995

- cc:
- () Main Office
 - (1) Region 8 Traffic Engineer
 - (2) D.SYWYK
 - (1) RES 8-8

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SIGNAL NO(S) COUNTY DATE



MODEL 179 SIGNAL OPERATION
 PROGRAMMABLE FEATURES
 SIGNAL OPERATION SPECIFICATION

TAPS _____
 STUDY # _____
 FILE # _____
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SIGNAL # W227

COUNTY # WEST

DATE OCT 16 1995

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 15C - B - R	2	SP 1 R	14 / 10C - C - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø 3	Red	5	SP 3 R	14 / 19C - B - R / B	6	SP 3 R	14 / 10C - C - R / B
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O / B
		Green		SP 3 G	- G / B		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10	Ø 1	Red	3	SP 10 R	14 / 15C - B - R / W	4	SP 10 R	14 / 10C - A - R
		Yellow		SP 10 Y	- BL / W		SP 10 Y	- O
		Green		SP 10 G	- G / W		SP 10 G	- G
		Ground Wire		Grnd Bus	- B / W		Grnd Bus	- W
11	PED "A" Ø 1			SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12	PED "B" Ø 3			SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø 3	Red	7	SP 13 R	14 / 15C - B - BI / B	8	SP 13 R	14 / 10C - A - R / B
		Yellow		SP 13 Y	- BI		SP 13 Y	- O / B
		Green		SP 13 G	- B		SP 13 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 19 OF 20

SIGNAL # W-227

COUNTY # WEST

DATE OCT 16 1995

CONFLICT / CURRENT MONITOR
PROGRAMMING

D254979

CONFLICT MONITOR DIODES TO BE CUT		CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED		CURRENT MONITOR DIODES TO BE CUT
SP 1 - SP 10			SP. 11	2, 4-9, 11, 12, 14
			SP. 12	
SP 3 - SP 13				

NOTES:

3-29-10

W-227

W-227
STD8
 3-29-10

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																									
Phase Times [1.1.1]	1	2	3	4	5	6	7	8	Pat	Cyc	Off	Split	Seq	Pat	Cyc	Off	Split	Seq	Pat	Cyc	Off	Split	Seq		
Min Green	10								1	0	0	1	13	0	0	13	1	25	0	0	0	1	37	0	0
Gap, Ext	20								2	0	0	14	0	0	14	1	26	0	0	0	1	38	0	0	1
Max 1	40								3	0	0	15	0	0	15	1	27	0	0	0	1	39	0	0	1
Max 2									4	0	0	16	0	0	16	1	28	0	0	0	1	40	0	0	1
Yel Clearance	4								5	0	0	17	0	0	17	1	29	0	0	0	1	41	0	0	1
Red Clearance	1								6	0	0	18	0	0	18	1	30	0	0	0	1	42	0	0	1
Walk	8								7	0	0	19	0	0	19	1	31	0	0	0	1	43	0	0	1
Ped Clearance	12								8	0	0	20	0	0	20	1	32	0	0	0	1	44	0	0	1
Red Revert									9	0	0	21	0	0	21	1	33	0	0	0	1	45	0	0	1
Add Initial									10	0	0	22	0	0	22	1	34	0	0	0	1	46	0	0	1
Max Initial									11	0	0	23	0	0	23	1	35	0	0	0	1	47	0	0	1
Time B4 Reduc									12	0	0	24	0	0	24	1	36	0	0	0	1	48	0	0	1
Cars B4 Reduc									Split: 1 2 3 4 5 6 7 8 Split: 1 2 3 4 5 6 7 8																
Time To Reduce									1	Coor	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0	0
Reduce By									2	Coor	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0	0
Min Gap									3	Coor	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0	0
DyMaxLim									4	Coor	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0	0
Max Step									5	Coor	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	0
Options [1.1.2]	1	2	3	4	5	6	7	8																	
Enable	1																								
Min Recall																									
Max Recall																									
Ped Recall																									
Soft Recall																									
Lock Calls																									
Auto Flash Entry																									
Auto Flash Exit																									
Dual Entry		1																							
Enable Simul Gap1		1	1																						
Gaurantee Pass																									
Rest In Walk																									
Condition Service																									
Non-Actuated 1																									
Non-Actuated 2																									
Add Init Calc																									
Options+ [1.1.3]	1	2	3	4	5	6	7	8																	
Reservice																									
PedClr Thru Ye																									
Skip Red No Call																									
Red Rest																									
Max II																									
Conflicting Phase																									
Conflicting Phase																									
Omit Yellow																									
Ped Delay																									
Grn/Ped Delay																									

Coord Modes [2.1]
 Test Op Mode 0
 Correction SHRT/LNG
 Maximum MAX 1
 Force-Off FLOAT
 Closed Loop ON
 Stop-in-Walk OFF
 Auto Reset ON
 Expand Split OFF
 Ped Recycle NO_RECYCLE
 Before TIMED
 After TIMED
 Auto Flash [1.4.1]
 Auto Flash PH OVER
 Flash Yel 4.5
 Flash Red 2
 Unit Params [1.2.1]
 Phase Mode STD8
 IO Mode USER
 Loc Fish Station
 Start Flash(s) 0
 Start AllRed(\$)
 Yellow < 3" OFF
 Display Time 20
 Red Revert 3
 Max II 3
 Max III 3
 Max IV 3
 Max V 3
 Max VI 3
 Max VII 3
 Max VIII 3
 Max IX 3
 Max X 3
 Max XI 3
 Max XII 3
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Coord Transition, CoordPhs [2.5]

Overlap 1-16 Program Params & Parm+ [1.5.2.1] [1.5.2.2]

Overlap	Conflict L	Overlap Lock Inhibit	Parent Ph Clear	ON	Extra Included P	ON	Pat#	Shor	Long	Dwell	No Shortway	E-Yld	Offset	RetHid	Float	Min	Veh	Per	Min	Ped	Per
1	Included		NORMAL				1	12	22				EndGRN								
	Modifier Ø		Grt				2	12	22				EndGRN								
	Conflict Ø		Yel 3.5				3	12	22				EndGRN								
A	Conflict Olap		Red 1.5				4	12	22				EndGRN								
	Conflict Ped		LG				5	12	22				EndGRN								
2	Included		NORMAL				6	12	22				EndGRN								
	Modifier Ø		Grt				7	12	22				EndGRN								
	Conflict Ø		Yel 3.5				8	12	22				EndGRN								
B	Conflict Olap		Red 1.5				9	12	22				EndGRN								
	Conflict Ped		LG				10	12	22				EndGRN								
3	Included		NORMAL				11	12	22				EndGRN								
	Modifier Ø		Grt				12	12	22				EndGRN								
	Conflict Ø		Yel 3.5				13	12	22				EndGRN								
C	Conflict Olap		Red 1.5				14	12	22				EndGRN								
	Conflict Ped		LG				15	12	22				EndGRN								
4	Included		NORMAL				16	12	22				EndGRN								
	Modifier Ø		Grt				17	12	22				EndGRN								
	Conflict Ø		Yel 3.5				18	12	22				EndGRN								
D	Conflict Olap		Red 1.5				19	12	22				EndGRN								
	Conflict Ped		LG				20	12	22				EndGRN								
5	Included		NORMAL				21	12	22				EndGRN								
	Modifier Ø		Grt				22	12	22				EndGRN								
	Conflict Ø		Yel 3.5				23	12	22				EndGRN								
E	Conflict Olap		Red 1.5				24	12	22				EndGRN								
	Conflict Ped		LG				25	0	0				BegGRN								
6	Included		NORMAL				26	0	0				BegGRN								
	Modifier Ø		Grt				27	0	0				BegGRN								
	Conflict Ø		Yel 3.5				28	0	0				BegGRN								
F	Conflict Olap		Red 1.5				29	0	0				BegGRN								
	Conflict Ped		LG				30	0	0				BegGRN								
7	Included		NORMAL				31	0	0				BegGRN								
	Modifier Ø		Grt				32	0	0				BegGRN								
	Conflict Ø		Yel 3.5				33	0	0				BegGRN								
G	Conflict Olap		Red 1.5				34	0	0				BegGRN								
	Conflict Ped		LG				35	0	0				BegGRN								
8	Included		NORMAL				36	0	0				BegGRN								
	Modifier Ø		Grt				37	0	0				BegGRN								
	Conflict Ø		Yel 3.5				38	0	0				BegGRN								
H	Conflict Olap		Red 1.5				39	0	0				BegGRN								
	Conflict Ped		LG				40	0	0				BegGRN								
Channel Settings [1.8.1]																					
Channel -> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24																					
Phase / Olap #	1	3	1	1	3	3															
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Alt Hz																					
Channel+ Settings [1.8.4]																					
Channel -> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24																					
Flash Rect+																					
Flash Yellow+																					
Flash Green+																					
Flash Inh Red+																					
Channel Params [1.8.3]	C1	O	Mode	USER	Single	BIU	Map	SINGLE	Invert	Rail	Input	OFF									

Preemption Times [3.1], Options+ [3.6]

Pre #	Enabl	Type	Output	Delay	Min	Dura
1	ON	RAIL	DWEL			
2	ON	RAIL	DWEL			
3	ON	EMERG	DWEL			
4	ON	EMERG	DWEL			
5	ON	EMERG	DWEL			
6	ON	EMERG	DWEL			

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #	Phases	Overlaps
1		
2		
3		
4		
5		
6		

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Preemption 1, Options+ [3.6]

Pre #	Exit Phases [3.2]	Pre #	Lock	Override	Auto Fish	Override	Higher	Fish	Dwe	Link
1		1	ON	ON	ON	ON	ON	ON	OFF	
2		2	ON	ON	ON	ON	ON	ON	ON	
3		3	ON	ON	ON	ON	ON	ON	OFF	
4		4	ON	ON	ON	ON	ON	ON	OFF	
5		5	ON	ON	ON	ON	ON	ON	OFF	
6		6	ON	ON	ON	ON	ON	ON	OFF	

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Alt# 1 Options Table [1.1.6.2]

Column #	->1	2	3	4	5	6	7	8
Assign	Ø							
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap1	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max 2								
Ped Delay								
Conflicting Ø1								

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Day Plans [4.4]										Action Table [4.5]										Coord Alternate Tables - Pat+ [2.6]									
Day Plan 1		Day Plan 2		Day Plan 3		Day Plan 4		Day Plan 5		Day Plan 6		Day Plan 7		Day Plan 8		Day Plan 9		Day Plan 10		Day Plan 11		Day Plan 12		Day Plan 13		Day Plan 14		Day Plan 15	
Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir	Hou	Mir
1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9	1	9
2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10
3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11	3	11
4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12	4	12
5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13	5	13
6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14	6	14
7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15	7	15
8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16	8	16
9		9		9		9		9		9		9		9		9		9		9		9		9		9		9	
10		10		10		10		10		10		10		10		10		10		10		10		10		10		10	
11		11		11		11		11		11		11		11		11		11		11		11		11		11		11	
12		12		12		12		12		12		12		12		12		12		12		12		12		12		12	
13		13		13		13		13		13		13		13		13		13		13		13		13		13		13	
14		14		14		14		14		14		14		14		14		14		14		14		14		14		14	
15		15		15		15		15		15		15		15		15		15		15		15		15		15		15	
16		16		16		16		16		16		16		16		16		16		16		16		16		16		16	
17		17		17		17		17		17		17		17		17		17		17		17		17		17		17	
18		18		18		18		18		18		18		18		18		18		18		18		18		18		18	
19		19		19		19		19		19		19		19		19		19		19		19		19		19		19	
20		20		20		20		20		20		20		20		20		20		20		20		20		20		20	
21		21		21		21		21		21		21		21		21		21		21		21		21		21		21	
22		22		22		22		22		22		22		22		22		22		22		22		22		22		22	
23		23		23		23		23		23		23		23		23		23		23		23		23		23		23	
24		24		24		24		24		24		24		24		24		24		24		24		24		24		24	
25		25		25		25		25		25		25		25		25		25		25		25		25		25		25	
26		26		26		26		26		26		26		26		26		26		26		26		26		26		26	
27		27		27		27		27		27		27		27		27		27		27		27		27		27		27	
28		28		28		28		28		28		28		28		28		28		28		28		28		28		28	
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31		31		31		31		31		31		31		31		31		31		31		31		31		31		31	
32		32		32		32		32		32		32		32		32		32		32		32		32		32		32	
33		33		33		33		33		33		33		33		33		33		33		33		33		33		33	
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35		35		35		35		35		35		35		35		35		35		35		35		35		35		35	
36		36		36		36		36		36		36		36		36		36		36		36		36		36		36	
37		37		37		37		37		37		37		37		37		37		37		37		37		37		37	
38		38		38		38		38		38		38		38		38		38		38		38		38		38		38	
39		39		39		39		39		39		39		39		39		39		39		39		39		39		39	
40		40		40		40		40		40		40		40		40		40		40		40		40		40		40	
41		41		41		41		41		41		41		41		41		41		41		41		41		41		41	
42		42		42		42		42		42		42		42		42		42		42		42		42		42		42	
43		43		43		43		43		43		43		43		43		43		43		43		43		43		43	
44		44		44		44		44		44		44		44		44		44		44		44		44		44		44	
45		45		45		45		45		45		45		45		45		45		45		45		45		45		45	
46		46		46		46		46		46		46		46		46		46		46		46		46		46		46	
47		47		47		47		47		47		47		47		47		47		47		47		47		47		47	
48		48		48		48		48		48		48		48		48		48		48		48		48		48		48	

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

Total Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	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*.

UNSIGNALIZED INTERSECTIONS

LOS for a two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control delay using the *Highway Capacity Manual 6th Edition (HCM 6)* Methodology. For vehicles, LOS is determined for each minor-street movement (or shared movement), major-street left turns at TWSC intersections, and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC intersections.

HCM's standard LOS criteria for TWSC and AWSC unsignalized intersections are summarized in **Table A.1-2**.

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches need to find a break in the traffic to cross a lane or make a turn. When drivers on the stop-controlled approach are waiting in a traffic queue, this results in additional delay. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

Table A.1-2
LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition*.

Summary of Development of Pre-Pandemic 2021
Existing Traffic Volumes

SUMMARY OF DEVELOPMENT OF PRE-PANDEMIC 2021 EXISTING TRAFFIC VOLUMES

To account for pre-pandemic existing baseline traffic conditions, AKRF developed and applied an adjustment factor to apply the March 2021 Turning Movement Count (“TMC”) data as it was collected during the ongoing pandemic.

AKRF utilized data from the Streetlight Insight platform¹ to obtain historical TMC data at the study area intersections

Average weekday TMC data from Streetlight from the 4-month period of March through June, 2019 was obtained from the Streetlight platform. This period was selected as it is the most recent pre-pandemic 4-month period which (1) schools were in session (2) were not summer months and (3) did not cover the fall/winter periods which contain several holidays and inclement weather.

The 2019 Streetlight TMC data was then grown by 0.5 percent per year to 2021 levels. These grown volumes were then compared against AKRF’s 2021 field collected TMCs.

The more conservative values between the grown Streetlight TMCs and the AKRF TMCs for each intersection movement were then selected for use in the traffic study area network and the network volumes were then balanced to establish the 2021 pre-pandemic Existing Conditions traffic volumes.

¹ The StreetLight Data InSight platform is an on-demand web platform for transportation, which utilizes a system of location-based services/mobile phone and navigation device data to develop time-based location data points. StreetLight Data has seen an increase in use among transportation consultants and agencies for traffic data in response to the pandemic.

SUMMARY OF 2021 EXISTING CONDITIONS TRAFFIC VOLUME DEVELOPMENT

Volume Development Steps:

1. 2019 StreetLight TMC data was tabulated for the 7-8 AM , 8-9 AM, 4-5 PM, and 5-6 PM peak hours
2. The maximum StreetLight TMC values based on the comparisons between the 2 peak hours for the AM peak and PM peak periods were then tabulated.
3. The maximum StreetLight TMC values for the AM peak and PM peak periods were then grown by 1 percent to estimate 2021 values
4. Based on a comparison of the 2021 AKRF and 2021 grown StreetLight developed in step (3), the maximum values of the the two data sets were utilized for the 2021 Existing Raw Values
5. The volumes in step (4) were then balanced between the study area intersections as shown in the Existing Conditions Traffic Volume figures.

Growth Factor:
0.5% per year (2019 to 2021)
1.01

Traffic Intersections	Lane Group		2021 AKRF TMC - RAW		2019 StreetLight TMC - Hour 1		2019 StreetLight TMC - Hour 2		Max. Peak Hr. StreetLight TMC - 2019 Raw		Max SL Value - 2021 Grown		2021 Pandemic Adjusted EXISTING RAW VOLUMES*	
			AM	PM	7-8 AM	4-5 PM	8-9 AM	5-6 PM	AM	PM	AM	PM	AM	PM
			1 Maple St @ Municipal Pl/Shopping Ctr.	EB	L	118	178	166	189	59	145	166	189	168	191	168	191
		T	27	55	65	75	17	55	65	75	66	76	66	76
		R	2	3	26	19	12	17	26	19	26	19	26	19
	WB	L	13	19	19	23	11	30	19	30	19	30	19	30
		T	33	73	21	28	18	48	21	48	21	48	33	73
		R	6	10	8	5	0	5	8	5	8	5	8	10
	NB	L	18	31	27	24	13	29	27	29	27	29	27	31
		T	101	167	114	175	80	219	114	219	115	221	115	221
		R	10	21	7	38	12	38	12	38	12	38	12	38
	SB	L	5	9	11	11	4	11	11	11	11	11	11	11
		T	99	126	297	111	147	128	297	128	300	129	300	129
		R	166	203	164	183	172	187	172	187	174	189	174	203
2 Maple @ S. Riverside (9A)	WB	L	6	4	4	0	0	0	4	0	4	0	6	4
		R (to 9A)	5	5	10	0	0	0	10	0	10	0	10	5
		R (to Maple)	3	1	0	0	0	0	0	0	0	0	3	1
	SWB	L (to HRR)	4	7	0	0	13	0	13	0	13	0	13	7
		L (to 9A)	86	121	327	136	156	143	327	143	330	144	330	144
		R	5	3	30	21	10	40	30	40	30	40	30	40
	NB	T	107	184	111	279	119	262	119	279	120	282	120	282
		R (to Maple)	96	178	129	272	115	261	129	272	130	275	130	275
		R (to HRR)	5	4	0	6	6	14	6	14	6	14	6	14
	SB	L (to Maple)	2	4	25	7	21	32	25	32	25	32	25	32
		L (to HRR)	11	7	0	8	10	0	10	8	10	8	11	8
		T	130	208	251	152	147	195	251	195	254	197	254	208
3 Municipal @ S. Riverside (9A)	EB	L	54	134	54	114	50	132	54	132	55	133	55	134
		T	131	190	229	231	78	175	229	231	231	233	231	233
		R	90	113	162	124	109	150	162	150	164	152	164	152
	WB	L	15	34	7	11	12	12	12	12	12	12	15	34
		T	207	216	165	200	178	206	178	206	180	208	207	216
		R	34	112	43	42	35	54	43	54	43	55	43	112
	NB	L	89	128	100	146	79	142	100	146	101	147	101	147
		T	62	121	52	162	66	154	66	162	67	164	67	164
		R	7	17	5	11	3	16	5	16	5	16	7	17
	SB	L	20	49	28	45	11	33	28	45	28	45	28	49
		T	75	123	134	87	86	88	134	88	135	89	135	123
		R	66	114	147	106	143	86	147	106	148	107	148	114

*(Max. Values of AKRF vs Grown SL TMCs)

Turning Movement Count (TMC) Data (AKRF
and StreetLight Data)

GENERAL INFORMATION

PROJECT NAME:	41 Maple Street
PROJECT NO:	210059-B6
DATE:	May 3, 2021
ANALYST:	AA

INTERSECTION INFORMATION

SURVEY DATE:	March 23, 2021		
INTERSECTION:	STREET (E-W): Municipal Place/Shopping Center Driveway STREET (N-S): Maple Street (NYS Route 129)		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	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	31	1	0	32	1	11	1	13	4	20	1	25	3	27	37	67
7:15 AM - 7:30 AM	33	5	0	38	1	6	2	9	9	20	1	30	3	28	38	69
7:30 AM - 7:45 AM	24	6	0	30	1	7	2	10	5	21	6	32	2	27	37	66
7:45 AM - 8:00 AM	27	6	0	33	2	7	3	12	6	27	1	34	1	31	41	73
8:00 AM - 8:15 AM	30	5	1	36	3	6	1	10	4	21	1	26	1	27	40	68
8:15 AM - 8:30 AM	30	12	0	42	5	9	1	15	4	26	7	37	3	21	45	69
8:30 AM - 8:45 AM	31	4	1	36	3	11	1	15	4	27	1	32	0	20	40	60
8:45 AM - 9:00 AM	24	15	0	39	7	11	2	20	5	19	6	30	2	24	34	60
Generalized AM Peak Hour Only																
7:45 AM - 8:00 AM	27	6	0	33	2	7	3	12	6	27	1	34	1	31	41	73
8:00 AM - 8:15 AM	30	5	1	36	3	6	1	10	4	21	1	26	1	27	40	68
8:15 AM - 8:30 AM	30	12	0	42	5	9	1	15	4	26	7	37	3	21	45	69
8:30 AM - 8:45 AM	31	4	1	36	3	11	1	15	4	27	1	32	0	20	40	60
Peak Hour Total	118	27	2	147	13	33	6	52	18	101	10	129	5	99	166	270
Peak 15 Minute Vol	31	12	1	42	5	11	3	15	6	27	7	37	3	31	45	73
Calculated PHF	0.95	0.56	0.50	0.88	0.65	0.75	0.50	0.87	0.75	0.94	0.36	0.87	0.42	0.80	0.92	0.92
PM PEAK PERIOD																
4:00 PM - 4:15 PM	40	10	1	51	6	14	4	24	6	20	6	32	2	27	50	79
4:15 PM - 4:30 PM	48	23	1	72	10	15	4	29	6	29	13	48	2	23	54	79
4:30 PM - 4:45 PM	41	10	1	52	7	16	3	26	7	31	5	43	1	25	54	80
4:45 PM - 5:00 PM	40	11	0	51	5	17	2	24	7	31	4	42	2	31	49	82
5:00 PM - 5:15 PM	43	17	1	61	5	18	1	24	6	37	7	50	3	31	47	81
5:15 PM - 5:30 PM	46	16	0	62	7	18	3	28	9	42	9	60	2	32	58	92
5:30 PM - 5:45 PM	41	11	1	53	4	19	2	25	8	40	4	52	1	33	47	81
5:45 PM - 6:00 PM	48	11	1	60	3	18	4	25	8	48	1	57	3	30	51	84
Generalized PM Peak Hour Only																
5:00 PM - 5:15 PM	43	17	1	61	5	18	1	24	6	37	7	50	3	31	47	81
5:15 PM - 5:30 PM	46	16	0	62	7	18	3	28	9	42	9	60	2	32	58	92
5:30 PM - 5:45 PM	41	11	1	53	4	19	2	25	8	40	4	52	1	33	47	81
5:45 PM - 6:00 PM	48	11	1	60	3	18	4	25	8	48	1	57	3	30	51	84
Peak Hour Total	178	55	3	236	19	73	10	102	31	167	21	219	9	126	203	338
Peak 15 Minute Vol	48	17	1	62	7	19	4	28	9	48	9	60	3	33	58	92
Calculated PHF	0.93	0.81	0.75	0.95	0.68	0.96	0.63	0.91	0.86	0.87	0.58	0.91	0.75	0.95	0.88	0.92

GENERAL INFORMATION

PROJECT NAME:	41 Maple Street
PROJECT NO:	210059-B6
DATE:	May 3, 2021
ANALYST:	AA

INTERSECTION INFORMATION

SURVEY DATE:	March 23, 2021		
INTERSECTION:	STREET (E-W): Maple St. (NYS Route 129)/Hudson River Road STREET (N-S): S. Riverdale Ave. (NYS Route 9A)		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

TRAFFIC VOLUMES

Time Period Begin End	Westbound (Hudson River Rd.)				Southwestbound (Maple St.)				Northbound				Southbound			
	Left	R (to 9A)	R (to Mpl)	Total	L (to HRR)	L (to 9A)	Right	Total	Thru	R (to Mpl)	R (to HRR)	Total	L (to Mpl)	L (to HRR)	Thru	Total
AM PEAK PERIOD																
7:00 AM - 7:15 AM	2	1	1	4	0	27	1	28	16	41	0	57	1	3	27	31
7:15 AM - 7:30 AM	3	2	1	6	1	31	1	33	11	24	1	36	0	2	31	33
7:30 AM - 7:45 AM	1	1	1	3	1	30	1	32	10	21	1	32	1	3	27	31
7:45 AM - 8:00 AM	4	1	1	6	3	31	1	35	17	24	1	42	1	3	31	35
8:00 AM - 8:15 AM	1	1	1	3	1	27	2	30	20	27	1	48	1	2	27	30
8:15 AM - 8:30 AM	2	1	0	3	1	20	0	21	22	20	1	43	1	2	30	33
8:30 AM - 8:45 AM	0	1	0	1	1	19	1	21	29	21	1	51	0	2	38	40
8:45 AM - 9:00 AM	3	2	2	7	1	20	2	23	36	28	2	66	0	5	35	40
Generalized AM Peak Hour Only																
8:00 AM - 8:15 AM	1	1	1	3	1	27	2	30	20	27	1	48	1	2	27	30
8:15 AM - 8:30 AM	2	1	0	3	1	20	0	21	22	20	1	43	1	2	30	33
8:30 AM - 8:45 AM	0	1	0	1	1	19	1	21	29	21	1	51	0	2	38	40
8:45 AM - 9:00 AM	3	2	2	7	1	20	2	23	36	28	2	66	0	5	35	40
Peak Hour Total	6	5	3	14	4	86	5	95	107	96	5	208	2	11	130	143
Peak 15 Minute Vol	3	2	2	7	1	27	2	30	36	28	2	66	1	5	38	40
Calculated PHF	0.50	0.63	0.38	0.50	1.00	0.80	0.63	0.79	0.74	0.86	0.63	0.79	0.50	0.55	0.86	0.89
PM PEAK PERIOD																
4:00 PM - 4:15 PM	1	1	1	3	3	31	1	35	41	27	1	69	1	1	41	43
4:15 PM - 4:30 PM	1	1	2	4	2	30	1	33	33	50	1	84	0	1	41	42
4:30 PM - 4:45 PM	1	1	1	3	1	30	2	33	32	40	1	73	0	2	43	45
4:45 PM - 5:00 PM	1	1	1	3	3	31	1	35	48	44	1	93	2	1	45	48
5:00 PM - 5:15 PM	2	1	1	4	1	27	0	28	41	40	1	82	2	1	47	50
5:15 PM - 5:30 PM	1	2	0	3	2	31	1	34	47	43	2	92	1	3	53	57
5:30 PM - 5:45 PM	1	1	0	2	3	34	1	38	43	40	1	84	1	1	50	52
5:45 PM - 6:00 PM	0	1	0	1	1	29	1	31	53	55	0	108	0	2	58	60
Generalized PM Peak Hour Only																
5:00 PM - 5:15 PM	2	1	1	4	1	27	0	28	41	40	1	82	2	1	47	50
5:15 PM - 5:30 PM	1	2	0	3	2	31	1	34	47	43	2	92	1	3	53	57
5:30 PM - 5:45 PM	1	1	0	2	3	34	1	38	43	40	1	84	1	1	50	52
5:45 PM - 6:00 PM	0	1	0	1	1	29	1	31	53	55	0	108	0	2	58	60
Peak Hour Total	4	5	1	10	7	121	3	131	184	178	4	366	4	7	208	219
Peak 15 Minute Vol	2	2	1	4	3	34	1	38	53	55	2	108	2	3	58	60
Calculated PHF	0.50	0.63	0.25	0.63	0.58	0.89	0.75	0.86	0.87	0.81	0.50	0.85	0.50	0.58	0.90	0.91

GENERAL INFORMATION

PROJECT NAME:	41 Maple Street
PROJECT NO:	210059-B6
DATE:	May 3, 2021
ANALYST:	AA

INTERSECTION INFORMATION

SURVEY DATE:	March 23, 2021		
INTERSECTION:	STREET (E-W):	Municipal Place	
	STREET (N-S):	S. Riverdale Avenue (NYS Route 9A)	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	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	8	39	17	64	1	45	4	50	11	6	1	18	2	14	13	29
7:15 AM - 7:30 AM	8	30	18	56	1	47	5	53	11	6	1	18	3	15	14	32
7:30 AM - 7:45 AM	11	31	19	61	3	47	4	54	27	7	3	37	4	17	15	36
7:45 AM - 8:00 AM	11	32	21	64	4	50	7	61	21	11	4	36	5	21	16	42
8:00 AM - 8:15 AM	16	36	23	75	3	69	9	81	24	14	3	41	6	23	18	47
8:15 AM - 8:30 AM	11	35	21	67	3	50	6	59	23	14	3	40	6	17	17	40
8:30 AM - 8:45 AM	11	31	22	64	5	40	5	50	21	15	1	37	6	18	16	40
8:45 AM - 9:00 AM	16	29	24	69	4	48	14	66	21	19	0	40	2	17	15	34
Generalized AM Peak Hour Only																
8:00 AM - 8:15 AM	16	36	23	75	3	69	9	81	24	14	3	41	6	23	18	47
8:15 AM - 8:30 AM	11	35	21	67	3	50	6	59	23	14	3	40	6	17	17	40
8:30 AM - 8:45 AM	11	31	22	64	5	40	5	50	21	15	1	37	6	18	16	40
8:45 AM - 9:00 AM	16	29	24	69	4	48	14	66	21	19	0	40	2	17	15	34
Peak Hour Total	54	131	90	275	15	207	34	256	89	62	7	158	20	75	66	161
Peak 15 Minute Vol	16	36	24	75	5	69	14	81	24	19	3	41	6	23	18	47
Calculated PHF	0.84	0.91	0.94	0.92	0.75	0.75	0.61	0.79	0.93	0.82	0.58	0.96	0.83	0.82	0.92	0.86
PM PEAK PERIOD																
4:00 PM - 4:15 PM	23	58	26	107	5	51	25	81	31	28	3	62	11	28	19	58
4:15 PM - 4:30 PM	24	51	27	102	6	51	27	84	31	27	3	61	8	27	18	53
4:30 PM - 4:45 PM	23	46	28	97	7	55	31	93	37	31	4	72	11	28	20	59
4:45 PM - 5:00 PM	31	47	27	105	7	53	27	87	35	27	5	67	10	29	27	66
5:00 PM - 5:15 PM	36	47	29	112	8	62	26	96	32	37	4	73	13	33	30	76
5:15 PM - 5:30 PM	37	47	27	111	8	54	28	90	30	31	4	65	12	31	31	74
5:30 PM - 5:45 PM	30	49	30	109	11	47	31	89	31	26	4	61	14	30	26	70
5:45 PM - 6:00 PM	30	53	31	114	10	46	31	87	27	27	6	60	11	31	20	62
Generalized PM Peak Hour Only																
4:45 PM - 5:00 PM	31	47	27	105	7	53	27	87	35	27	5	67	10	29	27	66
5:00 PM - 5:15 PM	36	47	29	112	8	62	26	96	32	37	4	73	13	33	30	76
5:15 PM - 5:30 PM	37	47	27	111	8	54	28	90	30	31	4	65	12	31	31	74
5:30 PM - 5:45 PM	30	49	30	109	11	47	31	89	31	26	4	61	14	30	26	70
Peak Hour Total	134	190	113	437	34	216	112	362	128	121	17	266	49	123	114	286
Peak 15 Minute Vol	37	49	30	112	11	62	31	96	35	37	5	73	14	33	31	76
Calculated PHF	0.91	0.97	0.94	0.98	0.77	0.87	0.90	0.94	0.91	0.82	0.85	0.91	0.88	0.93	0.92	0.94

Day Type

1: Weekday (Tu-Th)

STREETLIGHT 2019

TURNING MOVEMENT COUNTS

Day Part	Municipal Pl - West Leg - IN			Hopping Ctr Driveway - East Leg - IN			Maple St - South Leg - IN			Maple St - North Leg - IN			Total
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
00: All Day (12am-12am)	1,725	744	256	323	506	74	324	2,163	360	133	1,972	2,397	10,977
01: 12am (12am-1am)	6	2	-	-	-	-	-	12	-	-	5	4	29
02: 1am (1am-2am)	2	-	-	-	-	-	2	5	-	-	2	4	15
03: 2am (2am-3am)	3	-	-	-	-	-	-	3	-	-	1	1	8
04: 3am (3am-4am)	4	1	-	-	-	-	3	15	1	-	2	7	33
05: 4am (4am-5am)	3	15	-	-	-	-	-	4	2	-	14	21	59
06: 5am (5am-6am)	9	19	8	-	3	-	2	6	-	16	42	39	144
07: 6am (6am-7am)	18	8	2	4	15	-	9	19	-	1	204	147	427
08: 7am (7am-8am)	166	65	26	19	21	8	27	114	7	11	297	164	925
09: 8am (8am-9am)	59	17	12	11	18	-	13	80	12	4	147	172	545
10: 9am (9am-10am)	53	58	7	14	25	3	13	53	13	15	93	128	475
11: 10am (10am-11am)	66	37	15	18	27	7	12	64	14	7	95	108	470
12: 11am (11am-12noon)	63	47	9	26	23	3	15	89	25	5	86	123	514
13: 12pm (12noon-1pm)	89	79	15	37	40	10	20	99	24	11	117	132	673
14: 1pm (1pm-2pm)	100	57	25	13	42	6	17	129	25	5	93	111	623
15: 2pm (2pm-3pm)	145	57	19	42	44	5	28	147	28	11	104	146	776
16: 3pm (3pm-4pm)	160	48	16	34	53	5	26	121	35	11	126	210	845
17: 4pm (4pm-5pm)	189	75	19	23	28	5	24	175	38	11	111	183	881
18: 5pm (5pm-6pm)	145	55	17	30	48	5	29	219	38	11	128	187	912
19: 6pm (6pm-7pm)	148	45	25	12	46	7	31	287	39	7	109	199	955
20: 7pm (7pm-8pm)	133	28	19	15	35	8	30	218	25	6	76	148	741
21: 8pm (8pm-9pm)	72	20	12	8	19	1	14	125	17	1	64	70	423
22: 9pm (9pm-10pm)	67	9	6	2	11	2	8	99	7	3	30	50	294
23: 10pm (10pm-11pm)	22	3	-	-	10	-	4	47	-	-	18	12	116
24: 11pm (11pm-12am)	14	-	2	-	2	-	2	35	1	-	14	17	87

Day Type

1: Weekday (Tu-Th)

STREETLIGHT 2019

TURNING MOVEMENT COUNTS

Day Part	Maple St. - Northeast Leg - IN			Hudson River Rd - East Leg - IN			S. Riverside Ave. - South Leg - IN			S. Riverside Ave. - North Leg - IN			Total
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
00: All Day (12am-12am)	313	110	2,247	15	46	60	2,746	2,638	58	135	2,182	294	10,844
01: 12am (12am-1am)	-	-	3	-	-	-	15	17	-	-	3	-	38
02: 1am (1am-2am)	-	-	3	-	-	9	7	7	-	-	1	-	27
03: 2am (2am-3am)	-	-	2	-	-	-	4	3	-	-	2	-	11
04: 3am (3am-4am)	-	-	2	-	-	-	18	3	-	-	8	-	31
05: 4am (4am-5am)	-	-	-	-	-	-	-	-	-	-	-	-	-
06: 5am (5am-6am)	-	-	47	-	-	-	4	19	4	-	38	6	118
07: 6am (6am-7am)	15	-	214	-	-	-	36	57	-	-	157	8	487
08: 7am (7am-8am)	30	-	327	4	-	10	129	111	-	-	251	25	887
09: 8am (8am-9am)	10	13	156	-	-	-	115	119	6	10	147	21	597
10: 9am (9am-10am)	6	19	116	-	-	9	80	102	7	34	79	9	461
11: 10am (10am-11am)	10	17	100	9	-	-	90	100	3	7	91	15	442
12: 11am (11am-12noon)	11	-	116	-	-	4	129	117	4	10	103	21	515
13: 12pm (12noon-1pm)	27	15	130	-	-	-	133	163	3	-	131	13	615
14: 1pm (1pm-2pm)	22	5	123	-	-	-	166	151	-	5	98	18	588
15: 2pm (2pm-3pm)	12	-	129	-	-	-	200	182	-	-	156	13	692
16: 3pm (3pm-4pm)	24	-	151	5	-	-	171	184	10	-	121	33	699
17: 4pm (4pm-5pm)	21	-	136	-	-	-	272	279	6	8	152	7	881
18: 5pm (5pm-6pm)	40	-	143	-	-	-	261	262	14	-	195	32	947
19: 6pm (6pm-7pm)	15	-	129	3	16	7	342	233	4	20	161	24	954
20: 7pm (7pm-8pm)	12	-	102	3	11	10	259	215	4	11	109	19	755
21: 8pm (8pm-9pm)	7	-	71	-	-	-	146	161	7	8	77	5	482
22: 9pm (9pm-10pm)	7	-	29	-	4	-	95	97	9	-	41	7	289
23: 10pm (10pm-11pm)	1	8	12	-	-	-	50	55	-	5	28	1	160
24: 11pm (11pm-12am)	-	-	19	-	-	-	40	31	-	5	14	-	109

Day Type

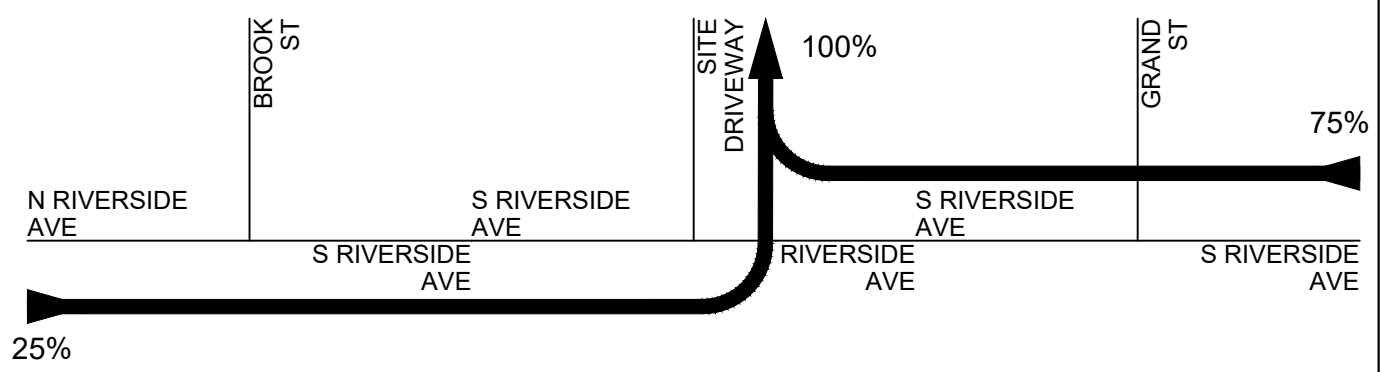
1: Weekday (Tu-Th)

STREETLIGHT 2019

TURNING MOVEMENT COUNTS

Day Part	Municipal Pl - West Leg - IN			Municipal Pl - East Leg - IN			S. Riverside Ave. - South Leg - IN			S. Riverside Ave. - North Leg - IN			Total
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
00: All Day (12am-12am)	1,231	2,377	1,658	151	2,555	606	1,531	1,568	123	335	1,270	1,335	14,740
01: 12am (12am-1am)	7	7	6	-	4	1	8	11	1	-	1	3	49
02: 1am (1am-2am)	3	2	-	-	2	2	7	6	-	-	1	-	23
03: 2am (2am-3am)	3	3	3	-	2	-	1	1	-	-	2	3	18
04: 3am (3am-4am)	2	5	3	1	5	-	2	1	-	-	4	2	25
05: 4am (4am-5am)	4	16	6	2	23	1	11	-	-	-	5	6	74
06: 5am (5am-6am)	6	30	16	7	34	6	13	8	-	3	24	23	170
07: 6am (6am-7am)	20	23	80	8	166	10	38	32	2	7	102	150	638
08: 7am (7am-8am)	54	229	162	7	165	43	100	52	5	28	134	147	1,126
09: 8am (8am-9am)	50	78	109	12	178	35	79	66	3	11	86	143	850
10: 9am (9am-10am)	58	103	116	6	148	23	63	71	8	15	61	69	741
11: 10am (10am-11am)	55	106	88	8	130	22	66	59	4	14	55	57	664
12: 11am (11am-12noon)	51	100	76	6	121	32	70	69	5	21	80	54	685
13: 12pm (12noon-1pm)	55	159	93	8	145	45	76	102	9	23	87	62	864
14: 1pm (1pm-2pm)	68	154	77	8	125	36	87	85	8	26	65	62	801
15: 2pm (2pm-3pm)	89	207	104	7	162	48	96	99	9	23	75	81	1,000
16: 3pm (3pm-4pm)	99	201	99	10	209	73	121	113	6	19	81	75	1,106
17: 4pm (4pm-5pm)	114	231	124	11	200	42	146	162	11	45	87	106	1,279
18: 5pm (5pm-6pm)	132	175	150	12	206	54	142	154	16	33	88	86	1,248
19: 6pm (6pm-7pm)	110	182	119	14	207	45	121	140	13	30	90	73	1,144
20: 7pm (7pm-8pm)	109	174	81	10	156	42	111	140	8	16	76	65	988
21: 8pm (8pm-9pm)	65	91	73	7	75	27	69	98	5	14	29	33	586
22: 9pm (9pm-10pm)	38	69	42	2	50	14	47	51	9	4	12	25	363
23: 10pm (10pm-11pm)	24	21	18	3	17	4	25	31	2	4	12	16	177
24: 11pm (11pm-12am)	20	15	12	1	17	3	16	20	1	-	7	6	118

No Build Project Trip Assignment and
Distribution Data (25 South Riverside Avenue
Project)



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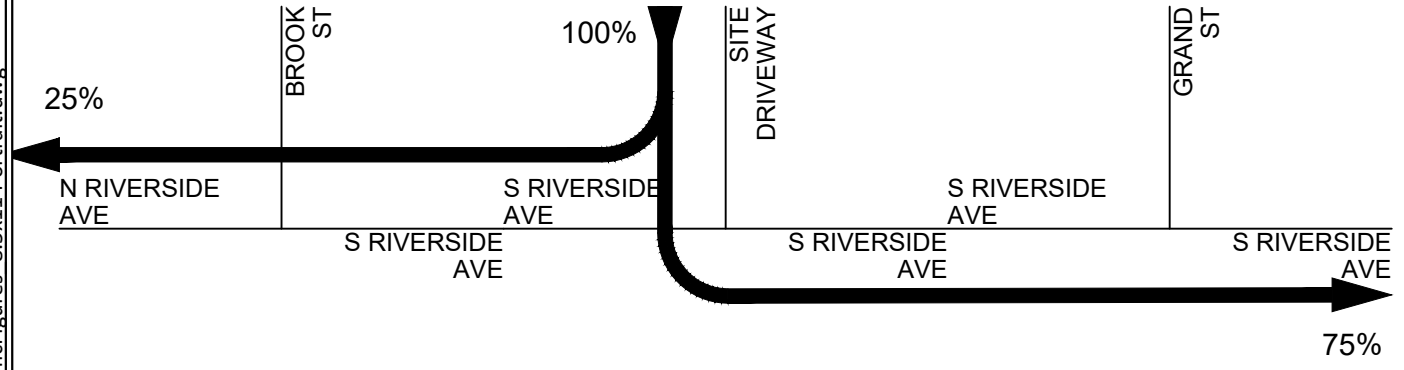
7 SKYLINE DRIVE, HAWTHORNE, NEW YORK 10532
TEL: (914) 592-4040 WWW.PDERESULTS.COM

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Arrival Distribution
25 South Riverside Avenue
Village of Croton-On-Hudson, Westchester County, NY

Project No. 20-049
Scale: N.T.S.
October 2020

Figure No. 04



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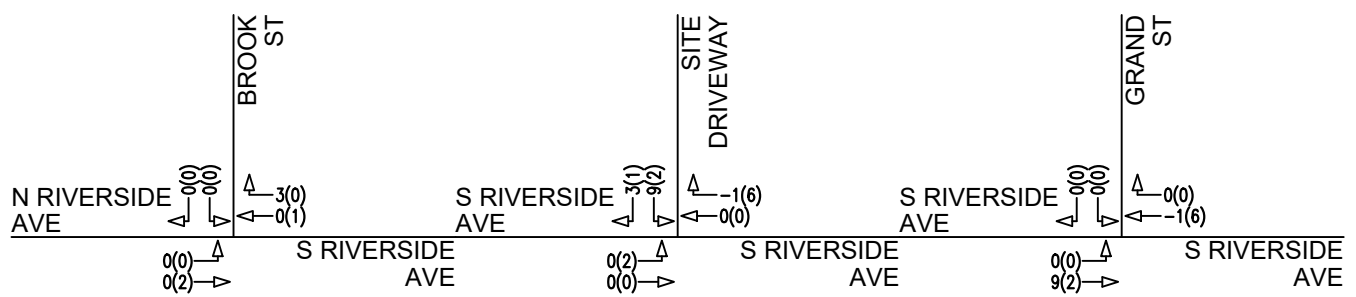
Departure Distribution
25 South Riverside Avenue
Village of Croton-On-Hudson, Westchester County, NY

Project No. 20-049
Scale: N.T.S.
October 2020

Figure No. 05



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LEGEND

- 00 - VPH-PEAK AM HOUR (9:00-10:00)
- (00) - VPH-PEAK PM HOUR (5:00-6:00)



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 TEL: (914) 592-4040 WWW.PDERESULTS.COM

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Site Generated Traffic Volumes
 25 South Riverside Avenue

Village of Croton-On-Hudson, Westchester County, NY

Project No. 20-049
 Scale: N.T.S.
 October 2020

Figure No. 06

**No Build Project Trip Assignments to 41-51 Maple Street Study Area Intersections
25 S. Riverside Avenue Project**

Traffic Intersections	Lane Group	No Build Project Trips (25 S. Riverside Avenue)				
		AM	PM			
1 Maple St @ Municipal Pl/Shopping Ctr.	EB	L	1			
		T				
		R				
	WB	L				
	T					
	R					
NB	L					
	T					
	R	2				
SB	L					
	T					
	R					
2 Maple @ S. Riverside (9A)	WB	L				
		R (to 9A)				
		R (to Maple)				
	SWB	L (to HRR)				
	L (to 9A)	-1	2			
	R					
NB	T					
	R (to Maple)					
	R (to HRR)	4	1			
SB	L (to Maple)					
	L (to HRR)					
	T					
3 Municipal @ S. Riverside (9A)	EB	L		2		
		T				
		R				
	WB	L				
		T			2	
		R				
	NB	L				
		T				
		R			-1	2
	SB	L				
		T				
		R				
	L	1				
	T					
	R					
	R					
	L	4	1			
	T					
	R					
	R					

ITE Trip Generation Reference Data

Multifamily Housing (Low-Rise) (220)

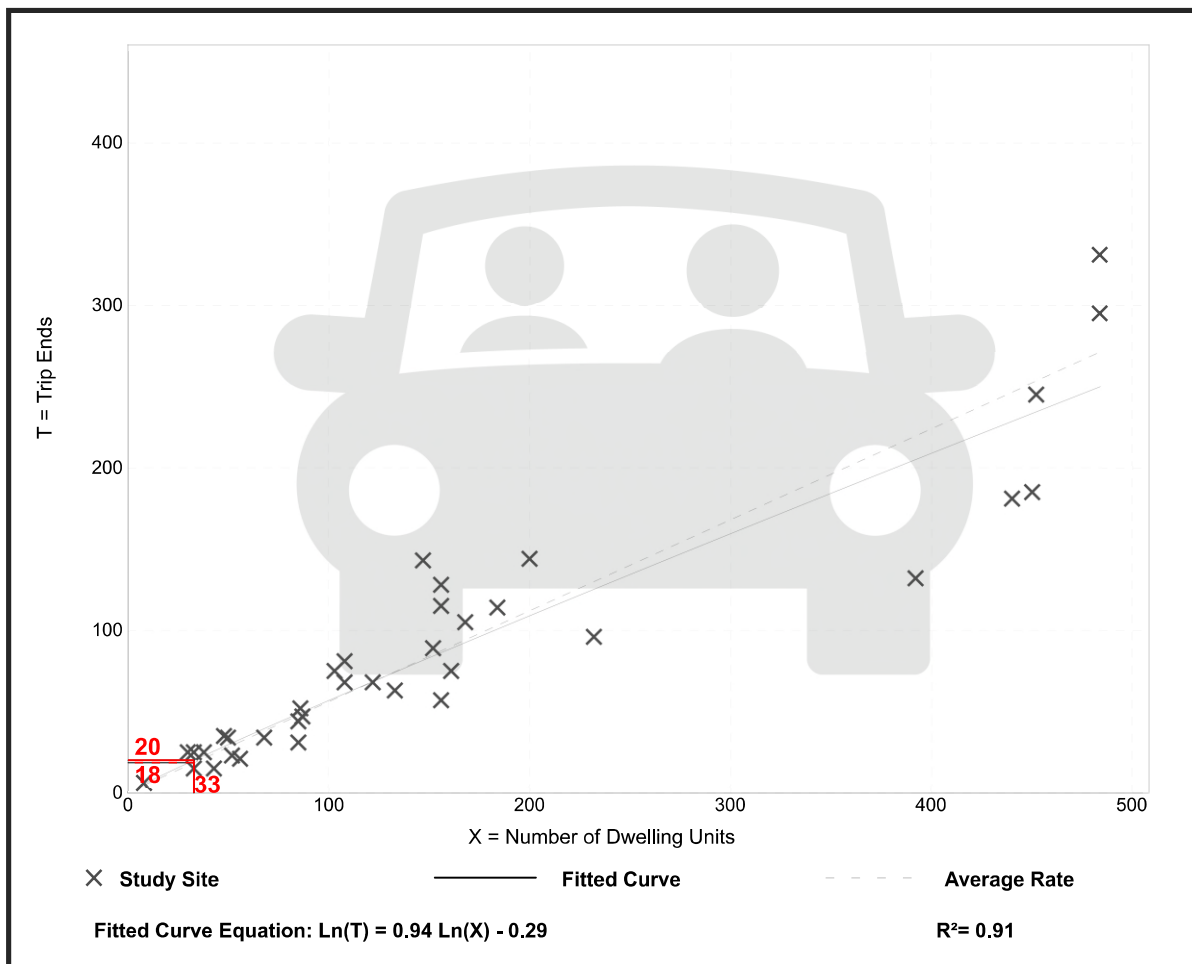
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 36
Avg. Num. of Dwelling Units: 161
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.34 - 0.97	0.15

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Multifamily Housing (Low-Rise) (220)

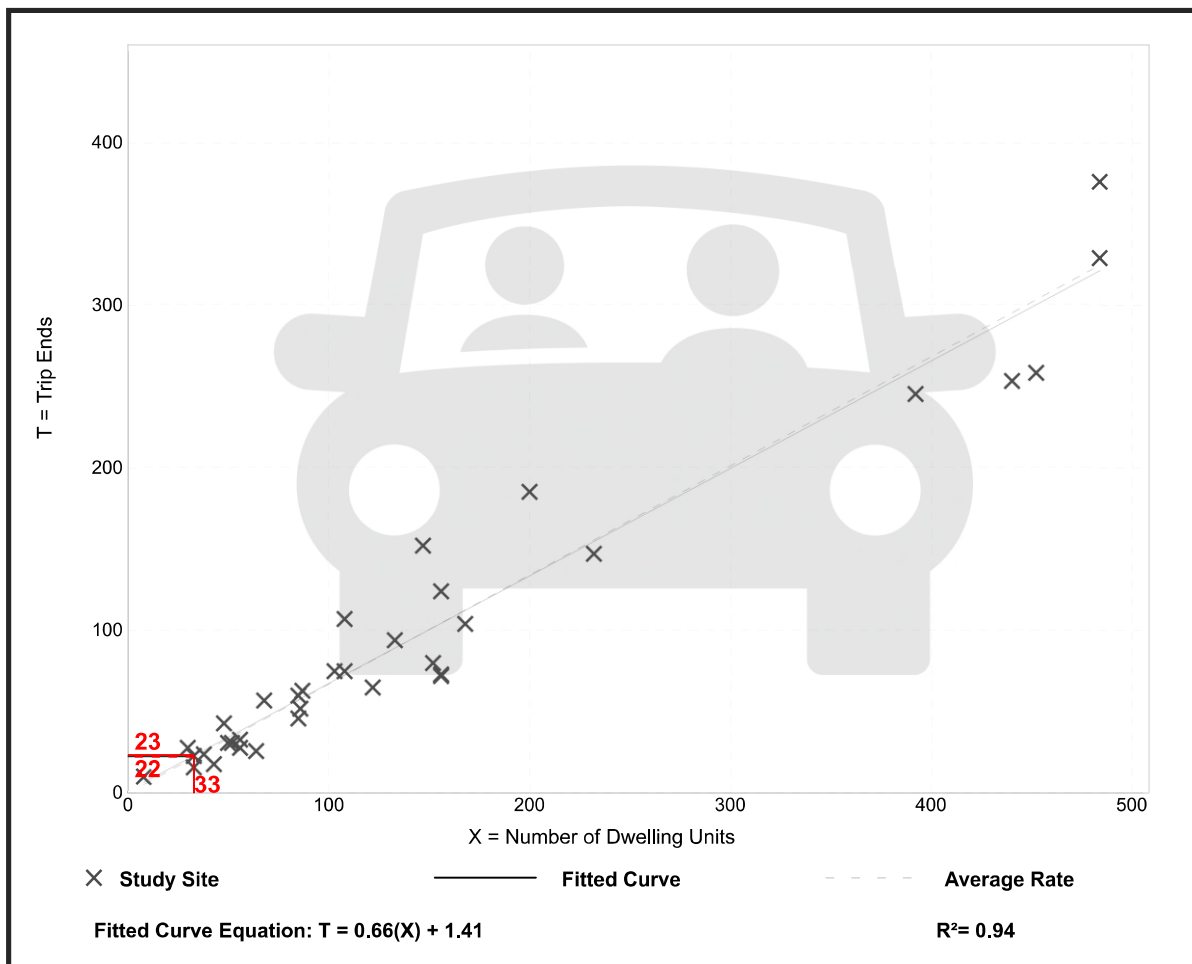
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 35
Avg. Num. of Dwelling Units: 146
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.41 - 1.25	0.14

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Depictions of Recommended MUTCD Signage

Figure 7B-1. School Area Signs

School Advance Crossing Assembly



S1-1



W16-9P

OR



W16-2aP

OR



W16-2P

OR



W16-5P (optional)

OR



W16-6P (optional)

School Crossing Assembly



S1-1



W16-7P

School Zone Sign



S1-1



S4-7P (optional)



S4-3P (optional)

OR



W16-5P (optional)

OR



W16-6P (optional)

School Speed Limit Assembly



S4-3P



R2-1



S4-1P

OR



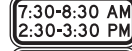
S4-2P

OR



S4-4P

OR



S4-1P



S4-6P



S3-1



S3-2



S4-5



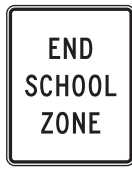
S4-5a



S5-1



R2-6P (optional)



S5-2



S5-3



R2-10



R2-11

05 The Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Section 2B.12 and Figure 2B-2) may be modified to replace the standard pedestrian symbol with the standard schoolchildren symbol and may be used at unsignalized school crossings. The STATE LAW legend on the R1-9 series signs may be omitted.

06 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6 or R1-6a) or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign. A 12 x 6-inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Standard:

07 **If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12).**

08 **The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used at signalized locations.**

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

Guidance:

01 *The School Bus Stop Ahead (S3-1) sign (see Figure 7B-1) should be installed in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible to road users for an adequate distance and where there is no opportunity to relocate the school bus stop to provide adequate sight distance.*

Section 7B.14 SCHOOL BUS TURN AHEAD Sign (S3-2)

Option:

01 The SCHOOL BUS TURN AHEAD (S3-2) sign (see Figure 7B-1) may be installed in advance of locations where a school bus turns around on a roadway at a location not visible to approaching road users for a distance as determined by the "0" column under Condition B of Table 2C-4, and where there is no opportunity to relocate the school bus turn around to provide the distance provided in Table 2C-4.

Section 7B.15 School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)

Standard:

01 A School Speed Limit assembly (see Figure 7B-1) or a School Speed Limit (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The School Speed Limit assembly or School Speed Limit sign shall be placed at or as near as practical to the point where the reduced school speed limit zone begins (see Figures 7B-3 and 7B-5).

02 If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-4 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-3 and 7B-5).

03 Where increased fines are imposed for traffic violations within a reduced school speed limit zone, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the reduced school speed limit sign to notify road users.

04 Except as provided in Paragraph 5, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1 and 7B-5).

Option:

05 If a reduced school speed limit zone ends at the same point as a higher fines zone, an END SCHOOL ZONE (S5-2) sign may be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign and an END SCHOOL SPEED LIMIT (S5-3) sign.

06 A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign.

Guidance:

07 *The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.*

02 The Circular Intersection (W2-6) symbol sign (see Figure 2C-9) may be installed in advance of a circular intersection (see Figures 2B-21 through 2B-23).

Guidance:

03 *If an approach to a roundabout has a statutory or posted speed limit of 40 mph or higher, the Circular Intersection (W2-6) symbol sign should be installed in advance of the circular intersection.*

Option:

04 An educational plaque (see Figure 2C-9) with a legend such as ROUNDABOUT (W16-17P) or TRAFFIC CIRCLE (W16-12P) may be mounted below a Circular Intersection symbol sign.

05 The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.

06 An advance street name plaque (see Section 2C.58) may be installed above or below an Intersection Warning sign.

Guidance:

07 *The Intersection Warning sign should illustrate and depict the general configuration of the intersecting roadway, such as cross road, side road, T-intersection, or Y-intersection.*

08 *Intersection Warning signs, other than the Circular Intersection (W2-6) symbol sign and the T-intersection (W2-4) symbol sign should not be used on approaches controlled by STOP signs, YIELD signs, or signals.*

09 *If an Intersection Warning sign is used where the side roads are not opposite of each other, the Offset Side Roads (W2-7) symbol sign (see Figure 2C-9) should be used instead of the Cross Road symbol sign.*

10 *If an Intersection Warning sign is used where two closely-spaced side roads are on the same side of the highway, the Double Side Roads (W2-8) symbol sign (see Figure 2C-9) should be used instead of the Side Road symbol sign.*

11 *No more than two side road symbols should be displayed on the same side of the highway on a W2-7 or W2-8 symbol sign, and no more than three side road symbols should be displayed on a W2-7 or W2-8 symbol sign.*

Support:

12 Figure 2A-4 shows the typical placement of an Intersection Warning sign.

Section 2C.47 Two-Direction Large Arrow Sign (W1-7)

Standard:

01 **The Two-Direction Large Arrow (W1-7) sign (see Figure 2C-9) shall be a horizontal rectangle.**

02 **If used, it shall be installed on the far side of a T-intersection in line with, and at approximately a right angle to, traffic approaching from the stem of the T-intersection.**

03 **The Two-Direction Large Arrow sign shall not be used where there is no change in the direction of travel such as at the beginnings and ends of medians or at center piers.**

04 **The Two-Direction Large Arrow sign directing traffic to the left and right shall not be used in the central island of a roundabout.**

Guidance:

05 *The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the intersection configuration.*

Section 2C.48 Traffic Signal Signs (W25-1, W25-2)

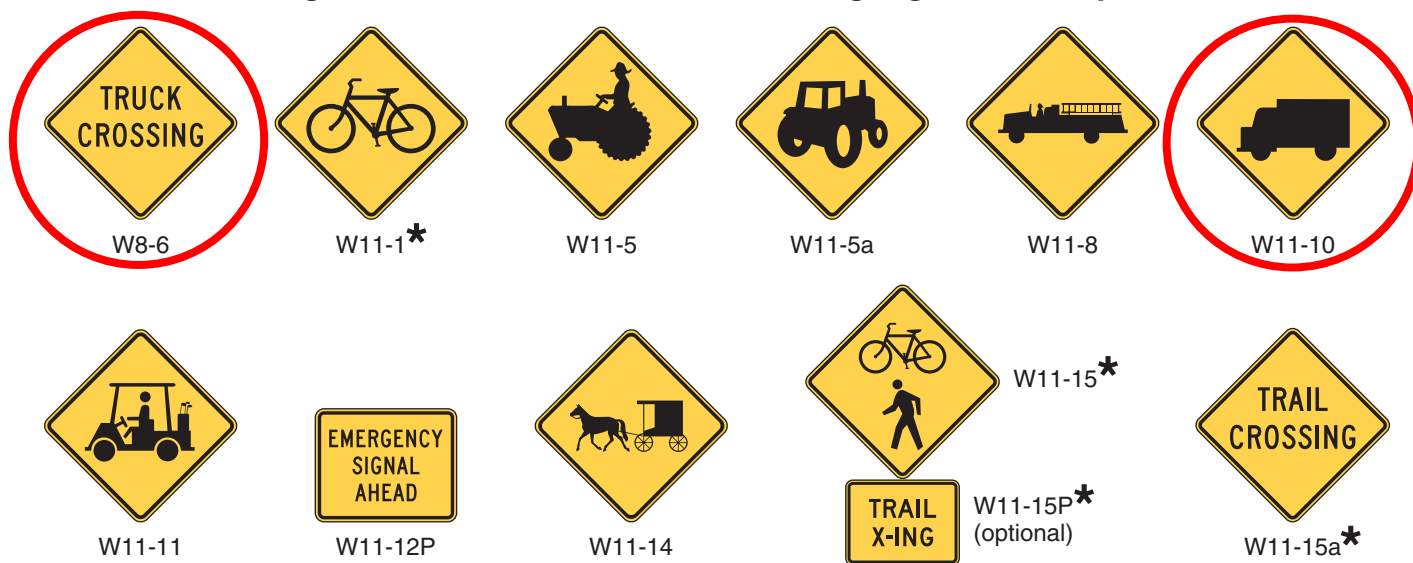
Standard:

01 **At locations where either a W25-1 or a W25-2 sign is required based on the provisions in Section 4D.05, the W25-1 or W25-2 sign (see Figure 2C-9) shall be installed near the left-most signal head. The W25-1 and W25-2 signs shall be vertical rectangles.**

Section 2C.49 Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a)

Option:

01 Vehicular Traffic Warning (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a) signs (see Figure 2C-10) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicyclists, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing (W11-10) symbol sign.

Figure 2C-10. Vehicular Traffic Warning Signs and Plaques

* A fluorescent yellow-green background color may be used for this sign or plaque.

Support:

- 02 These locations might be relatively confined or might occur randomly over a segment of roadway.

Guidance:

- 03 *Vehicular Traffic Warning signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.*
- 04 *If the condition or activity is seasonal or temporary, the Vehicular Traffic Warning sign should be removed or covered when the condition or activity does not exist.*

Option:

- 05 The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 2C-10) may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.
- 06 The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.
- 07 Supplemental plaques (see Section 2C.53) with legends such as AHEAD, XX FEET, NEXT XX MILES, or SHARE THE ROAD may be mounted below Vehicular Traffic Warning signs to provide advance notice to road users of unexpected entries.

Guidance:

- 08 *If used in advance of a pedestrian and bicycle crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.*

Standard:

- 09 **If a post-mounted W11-1, W11-11, W11-15, or W11-15a sign is placed at the location of the crossing point where golf carts, pedestrians, bicyclists, or other shared-use path users might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-12) shall be mounted below the sign. If the W11-1, W11-11, W11-15, or W11-15a sign is mounted overhead, the W16-7P supplemental plaque shall not be used.**

Option:

- 10 The crossing location identified by a W11-1, W11-11, W11-15, or W11-15a sign may be defined with crosswalk markings (see Section 3B.18).

ATTACHMENT B

- Synchro Output Reports
- NYSDOT Accident/Crash Data

Synchro Output Reports

41-51 Maple Street

2021 Existing Conditions

1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	172	67	27	20	37	8	31	115	12	11	313	197
Future Volume (vph)	172	67	27	20	37	8	31	115	12	11	313	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.986			0.984			0.990			0.949	
Flt Protected		0.969			0.985			0.990			0.999	
Satd. Flow (prot)	0	1805	0	0	1805	0	0	1621	0	0	1626	0
Flt Permitted		0.760			0.877			0.859			0.994	
Satd. Flow (perm)	0	1416	0	0	1593	0	0	1406	0	0	1617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			8			55	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			546	
Travel Time (s)		10.6			5.7			16.9			12.4	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	195	76	31	23	43	9	36	132	14	12	340	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	302	0	0	75	0	0	182	0	0	566	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street
 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2021 Existing Conditions
 Weekday AM Peak Hour

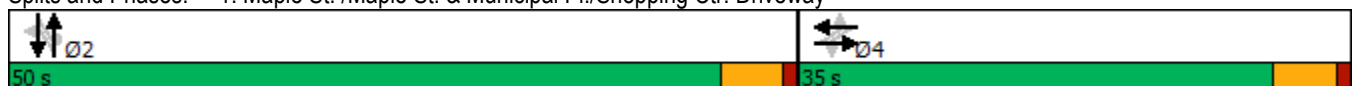


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0		2.0
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0		7.0
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0		50.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%		58.8%
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0		45.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2		0.2
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0		0.0
Recall Mode	None	None		None	None		Max	Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		23.5			23.5			45.2				45.2
Actuated g/C Ratio		0.30			0.30			0.57				0.57
v/c Ratio		0.71			0.16			0.22				0.60
Control Delay		33.6			18.4			9.9				14.0
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		33.6			18.4			9.9				14.0
LOS		C			B			A				B
Approach Delay		33.6			18.4			9.9				14.0
Approach LOS		C			B			A				B

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	78.7
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	18.9
Intersection LOS:	B
Intersection Capacity Utilization:	59.8%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway



41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2021 Existing Conditions
 Weekday AM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Lane Configurations												
Traffic Volume (vph)	6	10	3	330	30	25	11	278	135	130	6	
Future Volume (vph)	6	10	3	330	30	25	11	278	135	130	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	9	9	12	12	12	10	10	10	
Storage Length (ft)	0	0		0	0		0			125		
Storage Lanes	1	0		1	0		0			1		
Taper Length (ft)	25			25			25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor								1.00		0.97		
Frt	0.908			0.989						0.850		
Flt Protected	0.984			0.956				0.994				
Satd. Flow (prot)	1553	0	0	1570	0	0	0	1834	1722	1463	0	
Flt Permitted	0.984			0.956				0.949				
Satd. Flow (perm)	1553	0	0	1570	0	0	0	1748	1722	1424	0	
Right Turn on Red			Yes		No							No
Satd. Flow (RTOR)	82											
Link Speed (mph)	30			30				30	30			
Link Distance (ft)	307			744				845	222			
Travel Time (s)	7.0			16.9				19.2	5.0			
Confl. Peds. (#/hr)							10				10	
Peak Hour Factor	0.50	0.50	0.50	0.79	0.79	0.89	0.89	0.89	0.79	0.79	0.79	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	12	20	6	418	38	28	12	312	171	165	8	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	0	0	456	0	0	0	352	171	173	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Left	Left	Right	Right	
Median Width(ft)	10			9				0	0			
Link Offset(ft)	0			0				20	-15			
Crosswalk Width(ft)	16			16				16	16			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.14	1.14	1.00	1.00	1.00	1.09	1.09	1.09	
Turning Speed (mph)	15	9	9	15	9	15	15			9	9	
Number of Detectors	1			2		1	1	2	2	2		
Detector Template						Left	Left					
Leading Detector (ft)	40			65		20	20	85	85	85		
Trailing Detector (ft)	0			0		0	0	0	0	0		
Detector 1 Position(ft)	0			0		0	0	0	0	0		
Detector 1 Size(ft)	40			40		20	20	40	40	40		
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				45				45	45	45		
Detector 2 Size(ft)				20				40	40	40		
Detector 2 Type				Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												

41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2021 Existing Conditions
 Weekday AM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Detector 2 Extend (s)				0.0				0.0	0.0	0.0		
Turn Type	Prot			Prot		Perm	Perm	NA	NA	custom		
Protected Phases	8			2				1	1	6		5
Permitted Phases						1	1		1	1		
Detector Phase	8			2		1	1	1	1	6		
Switch Phase												
Minimum Initial (s)	2.0			10.0		5.0	5.0	5.0	5.0	10.0		5.0
Minimum Split (s)	7.0			16.0		10.0	10.0	10.0	10.0	16.0		10.0
Total Split (s)	25.0			46.0		35.0	35.0	35.0	35.0	51.0		30.0
Total Split (%)	23.6%			43.4%		33.0%	33.0%	33.0%	33.0%	48.1%		28%
Maximum Green (s)	20.0			40.0		30.0	30.0	30.0	30.0	45.0		25.0
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0			2.0		1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0			0.0				0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0				5.0	5.0	6.0		
Lead/Lag				Lag		Lead	Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?				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
Recall Mode	None			Max		Max	Max	Max	Max	None		None
Act Effct Green (s)	5.5			40.1				30.1	30.1	77.8		
Actuated g/C Ratio	0.06			0.46				0.34	0.34	0.89		
v/c Ratio	0.22			0.63				0.58	0.29	0.13		
Control Delay	4.1			23.9				29.2	23.6	1.6		
Queue Delay	0.0			0.0				0.0	0.0	0.0		
Total Delay	4.1			23.9				29.2	23.6	1.6		
LOS	A			C				C	C	A		
Approach Delay	4.1			23.9				29.2	12.5			
Approach LOS	A			C				C	B			

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 87.3
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 21.6 Intersection LOS: C
 Intersection Capacity Utilization 64.7% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.



41-51 Maple Street
3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2021 Existing Conditions
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	55	231	164	15	207	43	101	67	7	28	135	148
Future Volume (vph)	55	231	164	15	207	43	101	67	7	28	135	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11	15	15	15	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.97		0.99			1.00			0.98	
Frt			0.850		0.978			0.995			0.936	
Flt Protected		0.990			0.997			0.972			0.995	
Satd. Flow (prot)	0	1826	1516	0	1716	0	0	1956	0	0	1808	0
Flt Permitted		0.884			0.970			0.705			0.965	
Satd. Flow (perm)	0	1622	1473	0	1670	0	0	1419	0	0	1747	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			178									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			468			845			330	
Travel Time (s)		4.4			10.6			19.2			7.5	
Confl. Peds. (#/hr)	25					25			25	25		
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.96	0.96	0.96	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	251	178	19	262	54	105	70	7	33	157	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	178	0	335	0	0	182	0	0	362	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	85	85	20	85		20	85		20	85	
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	40	40	20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		45	45		45			45			45	
Detector 2 Size(ft)		40	40		40			40			40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2021 Existing Conditions
 Weekday AM Peak Hour

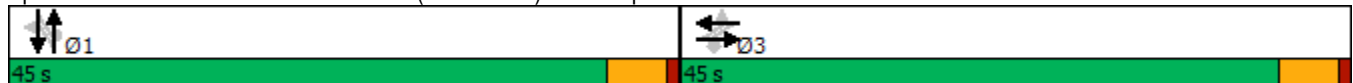


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3			3			1			1	
Permitted Phases	3		3	3			1			1		
Detector Phase	3	3	3	3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		25.0	25.0		25.0	25.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0	13.0	13.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5	5	5	5		5	5		5	5	
Act Effct Green (s)		17.3	17.3		17.3			25.1			25.1	
Actuated g/C Ratio		0.33	0.33		0.33			0.47			0.47	
v/c Ratio		0.59	0.30		0.62			0.27			0.44	
Control Delay		21.5	4.6		22.1			10.6			12.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		21.5	4.6		22.1			10.6			12.0	
LOS		C	A		C			B			B	
Approach Delay		15.4			22.1			10.6			12.0	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	53.2
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	75.6%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.



41-51 Maple Street
 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2021 Existing Conditions
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	200	79	20	31	86	10	37	231	40	11	133	239
Future Volume (vph)	200	79	20	31	86	10	37	231	40	11	133	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				1.00
Frt		0.991			0.989			0.982				0.916
Flt Protected		0.968			0.988			0.994				0.999
Satd. Flow (prot)	0	1818	0	0	1820	0	0	1610	0	0	1569	0
Flt Permitted		0.725			0.886			0.921				0.989
Satd. Flow (perm)	0	1362	0	0	1621	0	0	1492	0	0	1553	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			13				149
Link Speed (mph)		30			30			30				30
Link Distance (ft)		468			249			744				546
Travel Time (s)		10.6			5.7			16.9				12.4
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	211	83	21	34	95	11	41	254	44	12	145	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	315	0	0	140	0	0	339	0	0	417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street
 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2021 Existing Conditions
 Weekday PM Peak Hour

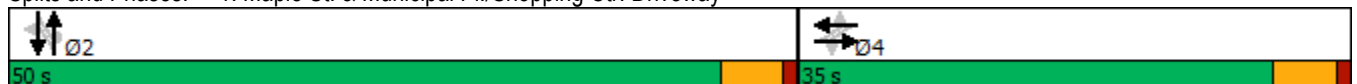


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0		2.0
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0		7.0
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0		50.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%		58.8%
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0		45.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2		0.2
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0		0.0
Recall Mode	None	None		None	None		Max	Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		25.0			25.0			45.2				45.2
Actuated g/C Ratio		0.31			0.31			0.56				0.56
v/c Ratio		0.74			0.28			0.40				0.44
Control Delay		35.4			20.9			12.3				8.8
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		35.4			20.9			12.3				8.8
LOS		D			C			B				A
Approach Delay		35.4			20.9			12.3				8.8
Approach LOS		D			C			B				A

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 80.2
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 64.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway



41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2021 Existing Conditions
 Weekday PM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Lane Configurations												
Traffic Volume (vph)	4	5	1	144	40	32	8	269	283	275	14	
Future Volume (vph)	4	5	1	144	40	32	8	269	283	275	14	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	9	9	12	12	12	10	10	10	
Storage Length (ft)	0	0		0	0		0			125		
Storage Lanes	1	0		1	0		0			1		
Taper Length (ft)	25			25			25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor								1.00		0.97		
Frt	0.916			0.970						0.850		
Flt Protected	0.982			0.962				0.994				
Satd. Flow (prot)	1564	0	0	1549	0	0	0	1834	1722	1463	0	
Flt Permitted	0.982			0.962				0.898				
Satd. Flow (perm)	1564	0	0	1549	0	0	0	1655	1722	1424	0	
Right Turn on Red			Yes		No							No
Satd. Flow (RTOR)	82											
Link Speed (mph)	30			30				30	30			
Link Distance (ft)	307			744				845	222			
Travel Time (s)	7.0			16.9				19.2	5.0			
Confl. Peds. (#/hr)							10				10	
Peak Hour Factor	0.63	0.63	0.63	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	6	8	2	167	47	35	9	296	333	324	16	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	0	0	214	0	0	0	340	333	340	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Left	Left	Right	Right	
Median Width(ft)	10			9				0	0			
Link Offset(ft)	0			0				20	-15			
Crosswalk Width(ft)	16			16				16	16			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.14	1.14	1.00	1.00	1.00	1.09	1.09	1.09	
Turning Speed (mph)	15	9	9	15	9	15	15			9	9	
Number of Detectors	1			2		1	1	2	2	2		
Detector Template						Left	Left					
Leading Detector (ft)	40			65		20	20	85	85	85		
Trailing Detector (ft)	0			0		0	0	0	0	0		
Detector 1 Position(ft)	0			0		0	0	0	0	0		
Detector 1 Size(ft)	40			40		20	20	40	40	40		
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				45				45	45	45		
Detector 2 Size(ft)				20				40	40	40		
Detector 2 Type				Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Detector 2 Extend (s)				0.0				0.0	0.0	0.0		
Turn Type	Prot			Prot		Perm	Perm	NA	NA	custom		
Protected Phases	8			2				1	1	6		5
Permitted Phases						1	1		1	1		
Detector Phase	8			2		1	1	1	1	6		
Switch Phase												
Minimum Initial (s)	2.0			10.0		5.0	5.0	5.0	5.0	10.0		5.0
Minimum Split (s)	7.0			16.0		10.0	10.0	10.0	10.0	16.0		10.0
Total Split (s)	25.0			46.0		35.0	35.0	35.0	35.0	51.0		30.0
Total Split (%)	23.6%			43.4%		33.0%	33.0%	33.0%	33.0%	48.1%		28%
Maximum Green (s)	20.0			40.0		30.0	30.0	30.0	30.0	45.0		25.0
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0			2.0		1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0			0.0				0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0				5.0	5.0	6.0		
Lead/Lag				Lag		Lead	Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?				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
Recall Mode	None			Max		Max	Max	Max	Max	None		None
Act Effct Green (s)	5.5			40.1				30.1	30.1	80.1		
Actuated g/C Ratio	0.07			0.48				0.36	0.36	0.96		
v/c Ratio	0.09			0.29				0.57	0.54	0.24		
Control Delay	1.0			15.0				26.6	25.6	1.0		
Queue Delay	0.0			0.0				0.0	0.0	0.0		
Total Delay	1.0			15.0				26.6	25.6	1.0		
LOS	A			B				C	C	A		
Approach Delay	1.0			15.0				26.6	13.2			
Approach LOS	A			B				C	B			

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 83.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 17.0
 Intersection LOS: B
 Intersection Capacity Utilization 62.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.



41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2021 Existing Conditions
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	233	152	34	216	112	147	164	17	49	123	114
Future Volume (vph)	134	233	152	34	216	112	147	164	17	49	123	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11	15	15	15	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.97		0.98			1.00				0.98
Frt			0.850		0.958			0.993				0.946
Flt Protected		0.982			0.995			0.978				0.992
Satd. Flow (prot)	0	1811	1516	0	1658	0	0	1962	0	0	1826	0
Flt Permitted		0.673			0.940			0.722				0.893
Satd. Flow (perm)	0	1231	1473	0	1566	0	0	1448	0	0	1636	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			155									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			468			845			330	
Travel Time (s)		4.4			10.6			19.2			7.5	
Confl. Peds. (#/hr)	25						25		25	25		
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	137	238	155	36	230	119	162	180	19	52	131	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	155	0	385	0	0	361	0	0	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	85	85	20	85		20	85		20	85	
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	40	40	20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		45	45		45			45			45	
Detector 2 Size(ft)		40	40		40			40			40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2021 Existing Conditions
 Weekday PM Peak Hour

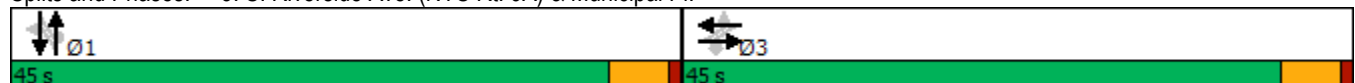


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3			3			1			1	
Permitted Phases	3		3	3			1			1		
Detector Phase	3	3	3	3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		25.0	25.0		25.0	25.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0	13.0	13.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5	5	5	5		5	5		5	5	
Act Effct Green (s)		26.0	26.0		26.0			31.2			31.2	
Actuated g/C Ratio		0.38	0.38		0.38			0.46			0.46	
v/c Ratio		0.80	0.24		0.64			0.55			0.41	
Control Delay		33.5	3.8		23.5			18.9			16.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		33.5	3.8		23.5			18.9			16.0	
LOS		C	A		C			B			B	
Approach Delay		24.8			23.5			18.9			16.0	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	68.2
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	21.5
Intersection LOS:	C
Intersection Capacity Utilization:	91.2%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	175	68	27	20	37	8	31	116	12	11	316	199
Future Volume (vph)	175	68	27	20	37	8	31	116	12	11	316	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.986			0.984			0.990			0.949	
Flt Protected		0.969			0.985			0.990			0.999	
Satd. Flow (prot)	0	1805	0	0	1805	0	0	1621	0	0	1626	0
Flt Permitted		0.759			0.876			0.858			0.994	
Satd. Flow (perm)	0	1414	0	0	1591	0	0	1405	0	0	1617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			7			55	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			546	
Travel Time (s)		10.6			5.7			16.9			12.4	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	199	77	31	23	43	9	36	133	14	12	343	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	307	0	0	75	0	0	183	0	0	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street
 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 No Build Conditions
 Weekday AM Peak Hour

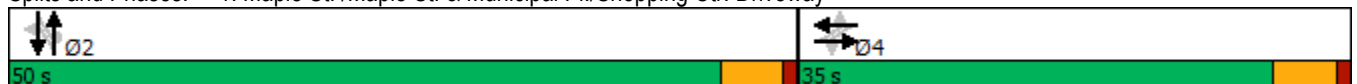


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0		2.0
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0		7.0
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0		50.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%		58.8%
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0		45.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2		0.2
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0		0.0
Recall Mode	None	None		None	None		Max	Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		23.7			23.7			45.2				45.2
Actuated g/C Ratio		0.30			0.30			0.57				0.57
v/c Ratio		0.72			0.15			0.23				0.60
Control Delay		33.9			18.3			10.1				14.3
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		33.9			18.3			10.1				14.3
LOS		C			B			B				B
Approach Delay		33.9			18.3			10.1				14.3
Approach LOS		C			B			B				B

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 79
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 60.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway



41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2023 No Build Conditions
 Weekday AM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Lane Configurations												
Traffic Volume (vph)	6	10	3	333	30	25	11	285	136	131	6	
Future Volume (vph)	6	10	3	333	30	25	11	285	136	131	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	9	9	12	12	12	10	10	10	
Storage Length (ft)	0	0		0	0		0				125	
Storage Lanes	1	0		1	0		0				1	
Taper Length (ft)	25			25			25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor								1.00		0.97		
Frt	0.908			0.989						0.850		
Flt Protected	0.984			0.956				0.994				
Satd. Flow (prot)	1553	0	0	1570	0	0	0	1834	1722	1463	0	
Flt Permitted	0.984			0.956				0.950				
Satd. Flow (perm)	1553	0	0	1570	0	0	0	1750	1722	1424	0	
Right Turn on Red			Yes		No							No
Satd. Flow (RTOR)	82											
Link Speed (mph)	30			30				30	30			
Link Distance (ft)	307			744				845	222			
Travel Time (s)	7.0			16.9				19.2	5.0			
Confl. Peds. (#/hr)							10				10	
Peak Hour Factor	0.50	0.50	0.50	0.79	0.79	0.89	0.89	0.89	0.79	0.79	0.79	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	12	20	6	422	38	28	12	320	172	166	8	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	0	0	460	0	0	0	360	172	174	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Left	Left	Right	Right	
Median Width(ft)	10			9				0	0			
Link Offset(ft)	0			0				20	-15			
Crosswalk Width(ft)	16			16				16	16			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.14	1.14	1.00	1.00	1.00	1.09	1.09	1.09	
Turning Speed (mph)	15	9	9	15	9	15	15			9	9	
Number of Detectors	1			2		1	1	2	2	2		
Detector Template						Left	Left					
Leading Detector (ft)	40			65		20	20	85	85	85		
Trailing Detector (ft)	0			0		0	0	0	0	0		
Detector 1 Position(ft)	0			0		0	0	0	0	0		
Detector 1 Size(ft)	40			40		20	20	40	40	40		
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				45				45	45	45		
Detector 2 Size(ft)				20				40	40	40		
Detector 2 Type				Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Detector 2 Extend (s)				0.0				0.0	0.0	0.0		
Turn Type	Prot			Prot		Perm	Perm	NA	NA	custom		
Protected Phases	8			2				1	1	6		5
Permitted Phases						1	1		1	1		
Detector Phase	8			2		1	1	1	1	6		
Switch Phase												
Minimum Initial (s)	2.0			10.0		5.0	5.0	5.0	5.0	10.0		5.0
Minimum Split (s)	7.0			16.0		10.0	10.0	10.0	10.0	16.0		10.0
Total Split (s)	25.0			46.0		35.0	35.0	35.0	35.0	51.0		30.0
Total Split (%)	23.6%			43.4%		33.0%	33.0%	33.0%	33.0%	48.1%		28%
Maximum Green (s)	20.0			40.0		30.0	30.0	30.0	30.0	45.0		25.0
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0			2.0		1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0			0.0				0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0				5.0	5.0	6.0		
Lead/Lag				Lag		Lead	Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?				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
Recall Mode	None			Max		Max	Max	Max	Max	None		None
Act Effct Green (s)	5.5			40.1				30.1	30.1	77.8		
Actuated g/C Ratio	0.06			0.46				0.34	0.34	0.89		
v/c Ratio	0.22			0.64				0.60	0.29	0.13		
Control Delay	4.1			24.1				29.6	23.6	1.6		
Queue Delay	0.0			0.0				0.0	0.0	0.0		
Total Delay	4.1			24.1				29.6	23.6	1.6		
LOS	A			C				C	C	A		
Approach Delay	4.1			24.1				29.6	12.6			
Approach LOS	A			C				C	B			

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	87.3
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization:	65.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.



41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 No Build Conditions
 Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	234	166	15	209	43	102	67	7	29	140	153
Future Volume (vph)	56	234	166	15	209	43	102	67	7	29	140	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11	15	15	15	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.97		0.99			1.00				0.98
Frt			0.850		0.978			0.995				0.936
Flt Protected		0.990			0.997			0.972				0.995
Satd. Flow (prot)	0	1826	1516	0	1716	0	0	1956	0	0	1808	0
Flt Permitted		0.881			0.971			0.702				0.964
Satd. Flow (perm)	0	1617	1473	0	1672	0	0	1413	0	0	1745	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			180									
Link Speed (mph)		30			30			30				30
Link Distance (ft)		195			468			845				330
Travel Time (s)		4.4			10.6			19.2				7.5
Confl. Peds. (#/hr)	25						25		25	25		
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.96	0.96	0.96	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	61	254	180	19	265	54	106	70	7	34	163	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	315	180	0	338	0	0	183	0	0	375	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	85	85	20	85		20	85		20	85	
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	40	40	20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		45	45		45			45			45	
Detector 2 Size(ft)		40	40		40			40			40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 No Build Conditions
 Weekday AM Peak Hour

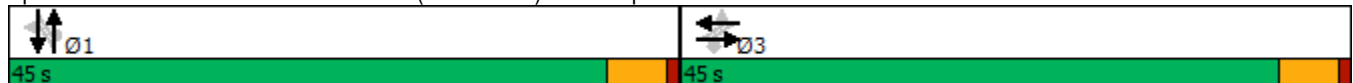


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3			3			1			1	
Permitted Phases	3		3	3			1			1		
Detector Phase	3	3	3	3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		25.0	25.0		25.0	25.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0	13.0	13.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5	5	5	5		5	5		5	5	
Act Effct Green (s)		17.4	17.4		17.4			25.3			25.3	
Actuated g/C Ratio		0.32	0.32		0.32			0.47			0.47	
v/c Ratio		0.60	0.30		0.62			0.27			0.46	
Control Delay		21.9	4.6		22.3			10.7			12.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		21.9	4.6		22.3			10.7			12.2	
LOS		C	A		C			B			B	
Approach Delay		15.6			22.3			10.7			12.2	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	53.6
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	76.9%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.



41-51 Maple Street
 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 No Build Conditions
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	202	80	20	31	87	10	37	234	40	11	134	243
Future Volume (vph)	202	80	20	31	87	10	37	234	40	11	134	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				1.00
Frt		0.991			0.989			0.983				0.916
Flt Protected		0.968			0.988			0.994				0.999
Satd. Flow (prot)	0	1818	0	0	1820	0	0	1612	0	0	1569	0
Flt Permitted		0.724			0.886			0.921				0.989
Satd. Flow (perm)	0	1360	0	0	1621	0	0	1493	0	0	1553	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			13				150
Link Speed (mph)		30			30			30				30
Link Distance (ft)		468			249			744				546
Travel Time (s)		10.6			5.7			16.9				12.4
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	213	84	21	34	96	11	41	257	44	12	146	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	318	0	0	141	0	0	342	0	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street
 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 No Build Conditions
 Weekday PM Peak Hour

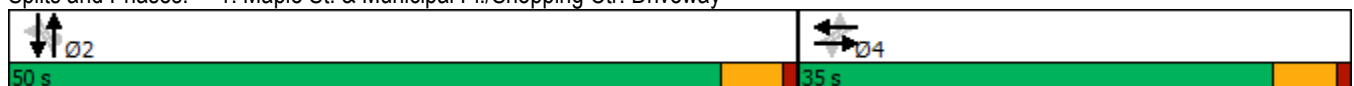


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0	7.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2	0.2	
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		25.1			25.1			45.2				45.2
Actuated g/C Ratio		0.31			0.31			0.56				0.56
v/c Ratio		0.74			0.28			0.40				0.45
Control Delay		35.7			20.9			12.3				8.9
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		35.7			20.9			12.3				8.9
LOS		D			C			B				A
Approach Delay		35.7			20.9			12.3				8.9
Approach LOS		D			C			B				A

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	80.3
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	18.2
Intersection LOS:	B
Intersection Capacity Utilization:	64.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway



41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2023 No Build Conditions
 Weekday PM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Lane Configurations												
Traffic Volume (vph)	4	5	1	145	40	32	8	273	288	278	14	
Future Volume (vph)	4	5	1	145	40	32	8	273	288	278	14	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	9	9	12	12	12	10	10	10	
Storage Length (ft)	0	0		0	0		0			125		
Storage Lanes	1	0		1	0		0			1		
Taper Length (ft)	25			25			25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor								1.00		0.97		
Frt	0.916			0.971						0.850		
Flt Protected	0.982			0.962				0.994				
Satd. Flow (prot)	1564	0	0	1551	0	0	0	1834	1722	1463	0	
Flt Permitted	0.982			0.962				0.889				
Satd. Flow (perm)	1564	0	0	1551	0	0	0	1638	1722	1424	0	
Right Turn on Red			Yes		No							No
Satd. Flow (RTOR)	82											
Link Speed (mph)	30			30				30	30			
Link Distance (ft)	307			744				845	222			
Travel Time (s)	7.0			16.9				19.2	5.0			
Confl. Peds. (#/hr)							10				10	
Peak Hour Factor	0.63	0.63	0.63	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	6	8	2	169	47	35	9	300	339	327	16	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	0	0	216	0	0	0	344	339	343	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Left	Left	Right	Right	
Median Width(ft)	10			9				0	0			
Link Offset(ft)	0			0				20	-15			
Crosswalk Width(ft)	16			16				16	16			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.14	1.14	1.00	1.00	1.00	1.09	1.09	1.09	
Turning Speed (mph)	15	9	9	15	9	15	15			9	9	
Number of Detectors	1			2		1	1	2	2	2		
Detector Template						Left	Left					
Leading Detector (ft)	40			65		20	20	85	85	85		
Trailing Detector (ft)	0			0		0	0	0	0	0		
Detector 1 Position(ft)	0			0		0	0	0	0	0		
Detector 1 Size(ft)	40			40		20	20	40	40	40		
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				45				45	45	45		
Detector 2 Size(ft)				20				40	40	40		
Detector 2 Type				Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 No Build Conditions
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	137	236	154	34	218	115	148	168	17	49	125	116
Future Volume (vph)	137	236	154	34	218	115	148	168	17	49	125	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11	15	15	15	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.97		0.97			1.00				0.98
Frt			0.850		0.958			0.993				0.946
Flt Protected		0.982			0.995			0.978				0.992
Satd. Flow (prot)	0	1811	1516	0	1657	0	0	1962	0	0	1826	0
Flt Permitted		0.667			0.940			0.718				0.893
Satd. Flow (perm)	0	1220	1473	0	1565	0	0	1440	0	0	1636	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			157									
Link Speed (mph)		30			30			30				30
Link Distance (ft)		195			468			845				330
Travel Time (s)		4.4			10.6			19.2				7.5
Confl. Peds. (#/hr)	25						25		25	25		
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	140	241	157	36	232	122	163	185	19	52	133	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	381	157	0	390	0	0	367	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	85	85	20	85		20	85		20	85	
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	40	40	20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		45	45		45			45			45	
Detector 2 Size(ft)		40	40		40			40			40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 No Build Conditions
 Weekday PM Peak Hour

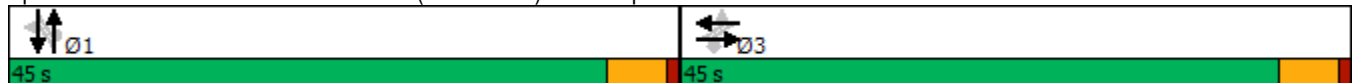


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3			3			1			1	
Permitted Phases	3		3	3			1			1		
Detector Phase	3	3	3	3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		25.0	25.0		25.0	25.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0	13.0	13.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5	5	5	5		5	5		5	5	
Act Effct Green (s)		26.8	26.8		26.8			31.5			31.5	
Actuated g/C Ratio		0.39	0.39		0.39			0.46			0.46	
v/c Ratio		0.81	0.24		0.65			0.56			0.41	
Control Delay		34.3	3.8		23.5			19.6			16.4	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		34.3	3.8		23.5			19.6			16.4	
LOS		C	A		C			B			B	
Approach Delay		25.4			23.5			19.6			16.4	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	69.2
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	21.9
Intersection LOS:	C
Intersection Capacity Utilization:	92.3%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.



41-51 Maple Street
 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build Conditions
 Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	178	68	27	20	37	8	31	117	12	11	319	205
Future Volume (vph)	178	68	27	20	37	8	31	117	12	11	319	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.986			0.984			0.990			0.948	
Flt Protected		0.968			0.985			0.990			0.999	
Satd. Flow (prot)	0	1803	0	0	1805	0	0	1621	0	0	1624	0
Flt Permitted		0.758			0.876			0.857			0.994	
Satd. Flow (perm)	0	1412	0	0	1592	0	0	1403	0	0	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			7			56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			331	
Travel Time (s)		10.6			5.7			16.9			7.5	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	202	77	31	23	43	9	36	134	14	12	347	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	0	0	75	0	0	184	0	0	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street
 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build Conditions
 Weekday AM Peak Hour

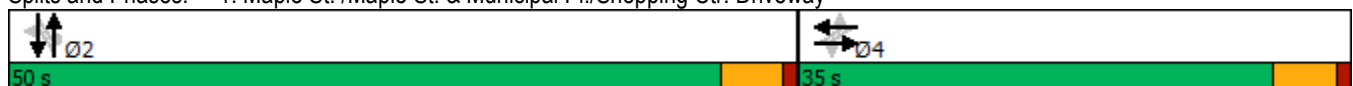


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0		2.0
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0		7.0
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0		50.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%		58.8%
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0		45.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2		0.2
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0		0.0
Recall Mode	None	None		None	None		Max	Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		23.9			23.9			45.2				45.2
Actuated g/C Ratio		0.30			0.30			0.57				0.57
v/c Ratio		0.72			0.15			0.23				0.62
Control Delay		34.1			18.3			10.1				14.7
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		34.1			18.3			10.1				14.7
LOS		C			B			B				B
Approach Delay		34.1			18.3			10.1				14.7
Approach LOS		C			B			B				B

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	79.2
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	19.4
Intersection LOS:	B
Intersection Capacity Utilization:	61.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway



41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2023 Build Conditions
 Weekday AM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Lane Configurations												
Traffic Volume (vph)	6	10	3	336	30	25	11	285	136	132	6	
Future Volume (vph)	6	10	3	336	30	25	11	285	136	132	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	9	9	12	12	12	10	10	10	
Storage Length (ft)	0	0		0	0		0				125	
Storage Lanes	1	0		1	0		0				1	
Taper Length (ft)	25			25			25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor								1.00		0.97		
Frt	0.908			0.989						0.850		
Flt Protected	0.984			0.956				0.994				
Satd. Flow (prot)	1553	0	0	1570	0	0	0	1834	1722	1463	0	
Flt Permitted	0.984			0.956				0.950				
Satd. Flow (perm)	1553	0	0	1570	0	0	0	1750	1722	1424	0	
Right Turn on Red			Yes		No							No
Satd. Flow (RTOR)	82											
Link Speed (mph)	30			30				30	30			
Link Distance (ft)	307			744				845	222			
Travel Time (s)	7.0			16.9				19.2	5.0			
Confl. Peds. (#/hr)							10				10	
Peak Hour Factor	0.50	0.50	0.50	0.79	0.79	0.89	0.89	0.89	0.79	0.79	0.79	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	12	20	6	425	38	28	12	320	172	167	8	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	0	0	463	0	0	0	360	172	175	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Left	Left	Right	Right	
Median Width(ft)	10			9				0	0			
Link Offset(ft)	0			0				20	-15			
Crosswalk Width(ft)	16			16				16	16			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.14	1.14	1.00	1.00	1.00	1.09	1.09	1.09	
Turning Speed (mph)	15	9	9	15	9	15	15			9	9	
Number of Detectors	1			2		1	1	2	2	2		
Detector Template						Left	Left					
Leading Detector (ft)	40			65		20	20	85	85	85		
Trailing Detector (ft)	0			0		0	0	0	0	0		
Detector 1 Position(ft)	0			0		0	0	0	0	0		
Detector 1 Size(ft)	40			40		20	20	40	40	40		
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				45				45	45	45		
Detector 2 Size(ft)				20				40	40	40		
Detector 2 Type				Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												

41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2023 Build Conditions
 Weekday AM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Detector 2 Extend (s)				0.0				0.0	0.0	0.0		
Turn Type	Prot			Prot			Perm	NA	NA	custom		
Protected Phases	8			2				1	1	6		5
Permitted Phases							1		1	1		
Detector Phase	8			2			1	1	1	6		
Switch Phase												
Minimum Initial (s)	2.0			10.0			5.0	5.0	5.0	10.0		5.0
Minimum Split (s)	7.0			16.0			10.0	10.0	10.0	16.0		10.0
Total Split (s)	25.0			46.0			35.0	35.0	35.0	51.0		30.0
Total Split (%)	23.6%			43.4%			33.0%	33.0%	33.0%	48.1%		28%
Maximum Green (s)	20.0			40.0			30.0	30.0	30.0	45.0		25.0
Yellow Time (s)	4.0			4.0			4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0			2.0			1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0			0.0				0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0				5.0	5.0	6.0		
Lead/Lag				Lag			Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?				Yes			Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0			3.0			3.0	3.0	3.0	3.0		3.0
Recall Mode	None			Max			Max	Max	Max	None		None
Act Effct Green (s)	5.5			40.1				30.1	30.1	77.8		
Actuated g/C Ratio	0.06			0.46				0.34	0.34	0.89		
v/c Ratio	0.22			0.64				0.60	0.29	0.13		
Control Delay	4.1			24.2				29.6	23.6	1.6		
Queue Delay	0.0			0.0				0.0	0.0	0.0		
Total Delay	4.1			24.2				29.6	23.6	1.6		
LOS	A			C				C	C	A		
Approach Delay	4.1			24.2				29.6	12.5			
Approach LOS	A			C				C	B			

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	87.3
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization:	65.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.



41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 Build Conditions
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	56	237	166	15	214	44	102	67	7	29	140	153
Future Volume (vph)	56	237	166	15	214	44	102	67	7	29	140	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11	15	15	15	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.97		0.99			1.00			0.98	
Frt			0.850		0.978			0.995			0.936	
Flt Protected		0.991			0.997			0.972			0.995	
Satd. Flow (prot)	0	1828	1516	0	1716	0	0	1956	0	0	1808	0
Flt Permitted		0.880			0.971			0.703			0.964	
Satd. Flow (perm)	0	1615	1473	0	1671	0	0	1415	0	0	1745	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			180									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			468			845			330	
Travel Time (s)		4.4			10.6			19.2			7.5	
Confl. Peds. (#/hr)	25					25			25	25		
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.96	0.96	0.96	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	61	258	180	19	271	56	106	70	7	34	163	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	319	180	0	346	0	0	183	0	0	375	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	85	85	20	85		20	85		20	85	
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	40	40	20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		45	45		45			45			45	
Detector 2 Size(ft)		40	40		40			40			40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 Build Conditions
 Weekday AM Peak Hour

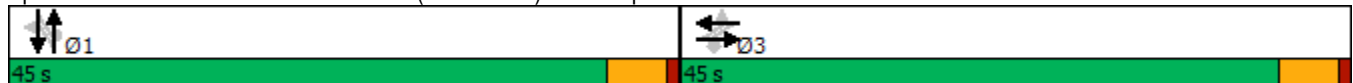


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3			3			1			1	
Permitted Phases	3		3	3			1			1		
Detector Phase	3	3	3	3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		25.0	25.0		25.0	25.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0	13.0	13.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5	5	5	5		5	5		5	5	
Act Effct Green (s)		17.9	17.9		17.9			25.5			25.5	
Actuated g/C Ratio		0.33	0.33		0.33			0.47			0.47	
v/c Ratio		0.60	0.30		0.63			0.28			0.46	
Control Delay		21.6	4.4		22.2			11.1			12.6	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		21.6	4.4		22.2			11.1			12.6	
LOS		C	A		C			B			B	
Approach Delay		15.4			22.2			11.1			12.6	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	54.3
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization:	77.2%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	9	4	299	526	2
Future Vol, veh/h	5	9	4	299	526	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	92	92
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	5	10	5	344	572	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	927	573	574	0	-	0
Stage 1	573	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	298	519	999	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	519	999	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	999	-	409	-	-
HCM Lane V/C Ratio	0.005	-	0.037	-	-
HCM Control Delay (s)	8.6	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

41-51 Maple Street
 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build Conditions
 Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	207	80	20	31	87	10	37	237	40	12	136	247
Future Volume (vph)	207	80	20	31	87	10	37	237	40	12	136	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				1.00
Frt		0.991			0.989			0.983				0.916
Flt Protected		0.967			0.988			0.994				0.998
Satd. Flow (prot)	0	1816	0	0	1820	0	0	1612	0	0	1568	0
Flt Permitted		0.722			0.886			0.920				0.988
Satd. Flow (perm)	0	1356	0	0	1621	0	0	1492	0	0	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			13				150
Link Speed (mph)		30			30			30				30
Link Distance (ft)		468			249			744				321
Travel Time (s)		10.6			5.7			16.9				7.3
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	218	84	21	34	96	11	41	260	44	13	148	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	0	0	141	0	0	345	0	0	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
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	40		20	40		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street
 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build Conditions
 Weekday PM Peak Hour

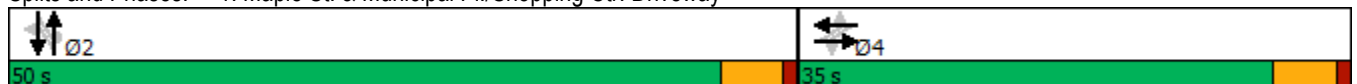


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0		2.0
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0		7.0
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0		50.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%		58.8%
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0		45.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0				0.0
Total Lost Time (s)		5.0			5.0			5.0				5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2		0.2
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0		0.0
Recall Mode	None	None		None	None		Max	Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		25.1			25.1			45.2				45.2
Actuated g/C Ratio		0.31			0.31			0.56				0.56
v/c Ratio		0.76			0.28			0.41				0.46
Control Delay		36.6			20.9			12.4				9.0
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		36.6			20.9			12.4				9.0
LOS		D			C			B				A
Approach Delay		36.6			20.9			12.4				9.0
Approach LOS		D			C			B				A

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 80.3
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 18.5
 Intersection Capacity Utilization 64.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway



41-51 Maple Street
 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.

2023 Build Conditions
 Weekday PM Peak Hour



Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Lane Configurations												
Traffic Volume (vph)	4	5	1	147	40	32	8	273	288	281	14	
Future Volume (vph)	4	5	1	147	40	32	8	273	288	281	14	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	9	9	12	12	12	10	10	10	
Storage Length (ft)	0	0		0	0		0			125		
Storage Lanes	1	0		1	0		0			1		
Taper Length (ft)	25			25			25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor								1.00		0.97		
Frt	0.916			0.971						0.850		
Flt Protected	0.982			0.962				0.994				
Satd. Flow (prot)	1564	0	0	1551	0	0	0	1834	1722	1463	0	
Flt Permitted	0.982			0.962				0.889				
Satd. Flow (perm)	1564	0	0	1551	0	0	0	1638	1722	1424	0	
Right Turn on Red			Yes		No							No
Satd. Flow (RTOR)	82											
Link Speed (mph)	30			30				30	30			
Link Distance (ft)	307			744				845	222			
Travel Time (s)	7.0			16.9				19.2	5.0			
Confl. Peds. (#/hr)							10				10	
Peak Hour Factor	0.63	0.63	0.63	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	6	8	2	171	47	35	9	300	339	331	16	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	0	0	218	0	0	0	344	339	347	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Left	Left	Right	Right	
Median Width(ft)	10			9				0	0			
Link Offset(ft)	0			0				20	-15			
Crosswalk Width(ft)	16			16				16	16			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.14	1.14	1.00	1.00	1.00	1.09	1.09	1.09	
Turning Speed (mph)	15	9	9	15	9	15	15			9	9	
Number of Detectors	1			2		1	1	2	2	2		
Detector Template						Left	Left					
Leading Detector (ft)	40			65		20	20	85	85	85		
Trailing Detector (ft)	0			0		0	0	0	0	0		
Detector 1 Position(ft)	0			0		0	0	0	0	0		
Detector 1 Size(ft)	40			40		20	20	40	40	40		
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0			0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				45				45	45	45		
Detector 2 Size(ft)				20				40	40	40		
Detector 2 Type				Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												

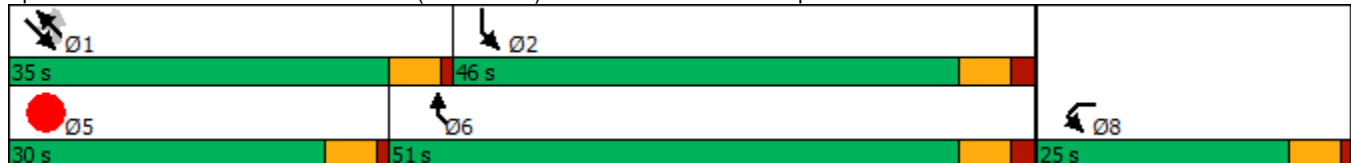


Lane Group	WBL	WBR	WBR2	SBL	SBR	SEL2	SEL	SET	NWT	NWR	NWR2	Ø5
Detector 2 Extend (s)				0.0				0.0	0.0	0.0		
Turn Type	Prot			Prot		Perm	Perm	NA	NA	custom		
Protected Phases	8			2				1	1	6		5
Permitted Phases						1	1		1	1		
Detector Phase	8			2		1	1	1	1	6		
Switch Phase												
Minimum Initial (s)	2.0			10.0		5.0	5.0	5.0	5.0	10.0		5.0
Minimum Split (s)	7.0			16.0		10.0	10.0	10.0	10.0	16.0		10.0
Total Split (s)	25.0			46.0		35.0	35.0	35.0	35.0	51.0		30.0
Total Split (%)	23.6%			43.4%		33.0%	33.0%	33.0%	33.0%	48.1%		28%
Maximum Green (s)	20.0			40.0		30.0	30.0	30.0	30.0	45.0		25.0
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0			2.0		1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0			0.0				0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0				5.0	5.0	6.0		
Lead/Lag				Lag		Lead	Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?				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
Recall Mode	None			Max		Max	Max	Max	Max	None		None
Act Effct Green (s)	5.5			40.1				30.1	30.1	80.1		
Actuated g/C Ratio	0.07			0.48				0.36	0.36	0.96		
v/c Ratio	0.09			0.29				0.58	0.55	0.25		
Control Delay	1.0			15.0				26.9	25.8	1.1		
Queue Delay	0.0			0.0				0.0	0.0	0.0		
Total Delay	1.0			15.0				26.9	25.8	1.1		
LOS	A			B				C	C	A		
Approach Delay	1.0			15.0				26.9	13.3			
Approach LOS	A			B				C	B			

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 83.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 17.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: S. Riverside Ave. (NYS Rt. 9A) & Hudson River Rd. & Maple St.



41-51 Maple Street
3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 Build Conditions
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	240	154	34	222	115	148	168	17	50	125	116
Future Volume (vph)	137	240	154	34	222	115	148	168	17	50	125	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11	15	15	15	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.97		0.98			1.00			0.98	
Frt			0.850		0.958			0.993			0.946	
Flt Protected		0.982			0.995			0.978			0.991	
Satd. Flow (prot)	0	1811	1516	0	1657	0	0	1962	0	0	1824	0
Flt Permitted		0.667			0.941			0.716			0.891	
Satd. Flow (perm)	0	1220	1473	0	1567	0	0	1436	0	0	1633	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			157									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		195			468			845			330	
Travel Time (s)		4.4			10.6			19.2			7.5	
Confl. Peds. (#/hr)	25					25			25	25		
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	140	245	157	36	236	122	163	185	19	53	133	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	157	0	394	0	0	367	0	0	309	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	85	85	20	85		20	85		20	85	
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	40	40	20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		45	45		45			45			45	
Detector 2 Size(ft)		40	40		40			40			40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	

41-51 Maple Street
 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.

2023 Build Conditions
 Weekday PM Peak Hour

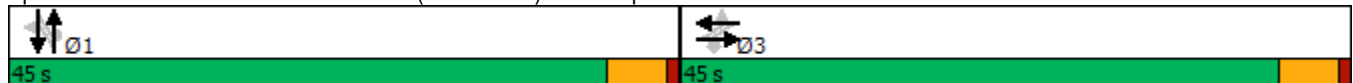


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3			3			1			1	
Permitted Phases	3		3	3			1			1		
Detector Phase	3	3	3	3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		25.0	25.0		25.0	25.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0	13.0	13.0	13.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5	5	5	5		5	5		5	5	
Act Effct Green (s)		26.9	26.9		26.9			31.5			31.5	
Actuated g/C Ratio		0.39	0.39		0.39			0.45			0.45	
v/c Ratio		0.81	0.24		0.65			0.56			0.42	
Control Delay		34.7	3.8		23.6			19.8			16.6	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		34.7	3.8		23.6			19.8			16.6	
LOS		C	A		C			B			B	
Approach Delay		25.8			23.6			19.8			16.6	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	69.4
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	22.1
Intersection LOS:	C
Intersection Capacity Utilization:	92.8%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: S. Riverside Ave. (NYS Rt. 9A) & Municipal Pl.



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	7	8	446	388	5
Future Vol, veh/h	3	7	8	446	388	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	91	91	92	92
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	3	8	9	490	422	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	933	425	427	0	0
Stage 1	425	-	-	-	-
Stage 2	508	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	295	629	1132	-	-
Stage 1	659	-	-	-	-
Stage 2	604	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	292	629	1132	-	-
Mov Cap-2 Maneuver	292	-	-	-	-
Stage 1	652	-	-	-	-
Stage 2	604	-	-	-	-

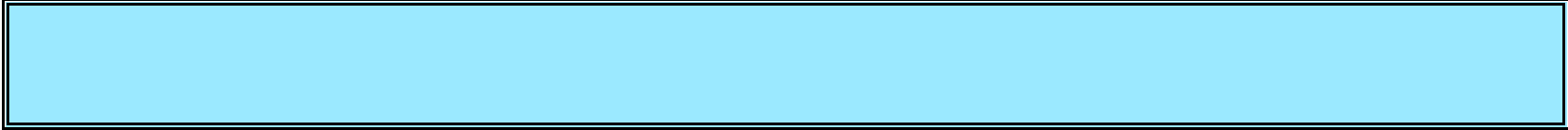
Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1132	-	467	-	-
HCM Lane V/C Ratio	0.008	-	0.023	-	-
HCM Control Delay (s)	8.2	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

NYSDOT Accident/Crash Data

NYS DOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 3/29/2021 Print Time 12:22:56 PM



<u>Query Number/Name</u>	<u>Query Type</u>		<u>Query Sub Type</u>	<u>Accident Date Range</u>	
<u>62309</u> 18177	AttributeQuery		None	1/1/2017 12:00:00AM To	12/31/2020 12:00:00AM
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2017</u>	3	0	3	0	6
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2018</u>	2	0	5	0	7
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2019</u>	1	0	1	0	2
<u>Case Year</u>	<u>Injury</u>	<u>Fatality</u>	<u>Property Damage</u>	<u>Non-Reportables</u>	<u>Totals</u>
<u>2020</u>	0	0	3	0	3
<u>Grand Total:</u>	6	0	12	0	

Accident Location Information System(ALIS)Date:
3/29/2021
12:20:46 PM**Accident Verbal Description****18177_VDR****Date in this report covers the period -1/1/2017-12/31/2020****Complete Accident data from NYS DMV is only available thru 1/31/2021 12:00:00 AM**

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 129 87011001 Street: [Route] 129

AT INTERSECTION WITH Municipal Pl

7/5/2017

Wed 09:00 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36793260
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 8000 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 36 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: OBSTRUCTION/DEBRIS, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4463 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 16000 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: [Route] 9A

AT INTERSECTION WITH MUNICIPAL PL

7/2/2017

Sun 21:53 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2017-36995329
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3035 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3585 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 70 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: S RIVERSIDE AVE

AT INTERSECTION WITH MUNICIPAL PL

9/25/2017

Mon 16:13 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-37003528
 Accident Class: INJURY Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 1
 Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh :2 BICYCLE Registered Weight: State of Registration: -3
 Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2877 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: S RIVERSIDE AVE
 AT INTERSECTION WITH MUNICIPAL PL

11/21/2017 Tue 07:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37013993
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3009 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4765 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: MUNICIPAL PL
 AT INTERSECTION WITH S RIVERSIDE AVE

11/18/2017 Sat 14:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37232377
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2899 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 35 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 129 87011000 Street: MAPLE ST
 15 Meters North of S RIVERSIDE AVE

12/21/2017 Thu 13:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-37253549
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2777 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3471 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 129 87011001 Street: MAPLE ST
 AT INTERSECTION WITH MUNICIPAL PL

2/15/2018 Thu 12:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37285352**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2351 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: S RIVERSIDE AVE
 91 Meters South of MUNICIPAL PL

2/9/2018 Fri 16:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37285354**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4598 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT ENTERED, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4438 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: MUNICIPAL PL
 AT INTERSECTION WITH S RIVERSIDE AVE

3/17/2018 Sat 21:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37289071**

Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2641 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2856 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032191 Street: [Route] 9A
 12 Meters North of Hudson St

4/28/2018 Sat 20:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37361971**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
 Manner of Collision: UNKNOWN Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4137 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3374 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 129 87011001 Street: MAPLE ST
 AT INTERSECTION WITH MUNICIPAL PL

4/12/2018 Thu 13:21 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: ABC **Case: 2018-37363149**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3770 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 94 Sex: F Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5683 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: S RIVERSIDE AVE
 AT INTERSECTION WITH MUNICIPAL PL

8/25/2018 Sat 14:10 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37481726**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3515 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, DRIVER INATTENTION

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: S RIVERSIDE AVE
 15 Meters South of MUNICIPAL PL

11/2/2018 Fri 16:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37770452**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
 Manner of Collision: OVERTAKING Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 10500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3000 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 54 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 129 87011001 Street: MAPLE ST
 AT INTERSECTION WITH MUNICIPAL PL

4/6/2019 Sat 10:52 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37957760**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4901 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2523 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: NOT ENTERED, FOLLOWING TOO CLOSELY

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 129 87011001 Street: MAPLE ST
 AT INTERSECTION WITH MUNICIPAL PL

1/17/2020 Fri 17:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38323072**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2931 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 82 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: S RIVERSIDE AVE
 30 Meters South of MUNICIPAL PL

12/5/2019 Thu 08:03 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-38428255**
 Accident Class: INJURY Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3504 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3261 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: MUNICIPAL PL
 AT INTERSECTION WITH S RIVERSIDE AVE

6/27/2020 Sat 21:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38619120**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4142 State of Registration: NY

Num of Occupants: 3 Driver's Age: 17 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT ENTERED, UNKNOWN

County: Westchester Muni: Croton-on-Hudson(V) Ref. Marker: 9A87032192 Street: MUNICIPAL PL
 AT INTERSECTION WITH S RIVERSIDE AVE

9/3/2020 Thu 13:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38708537**
 Accident Class: PROPERTY DAMAGE Police Agency: CROTON ON HUDSON VILLAGE PD Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OVERTAKING Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2747 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 49 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: UNSAFE LANE CHANGE, UNKNOWN

