



September 25, 2024

Mr. John R. Bainlardi, Vice President
WBP Development LLC
480 Bedford Road,
Chappaqua, NY 10514

**Re: Professional Transportation Engineering Services
1-3 Croton Point Avenue
Town of Croton-on-Hudson, New York**

Dear Mr. Bainlardi,

As detailed herein, the proposed development by WBP Development, LLC, with 100 below-market-rate residential units and no commercial space (the “Project”), will have a lower impact on traffic compared to the theoretical maximum buildout scenario outlined in the 2022 AKRF Traffic Impact Study (TIS). The project will generate approximately 1 trip every 2 minutes in the busiest hour and will not have any significant impact on traffic operating conditions. Consistent with the AKRF study findings, with some signal timing adjustments to better accommodate the projected prevailing peak-hour traffic volumes, potential unrelated lengthy delays at the NYS Tout 9 off-ramp intersections with Croton Point Avenue can be avoided. Finally, the site has been designed to easily accommodate delivery and trash removals (and to separate the largest deliveries and trash removal from the balance of activity on the site).

Project Understanding

The subject property is located at 1-3 Croton Point Avenue on the north side of Croton Point Avenue, generally north of Veterans Plaza and west of State Route 9, in the Village of Croton-on-Hudson, NY. It is proposed to convert the existing parking lot serving daily commuters into a below-market-rate multifamily residential building with amenity space and on-site parking. Access to the property will be provided via three (3) driveways on the south side of the subject building via Croton Point Avenue.

The first driveway, on the southeast corner of the property, has been proposed as a right-turn entrance only serving the drop-off area in front of the building, project parking and the fire access road along the east side of the property¹. The second driveway, in the middle of the property, across the Veterans Plaza, will be a two-way driveway under the control of the existing traffic signal. The last driveway, all the way to the west on the south side of the property, will mainly be used by the MTA to continue to access their property to the north (through an easement agreement). However, it will also be used for Project trash removal and larger deliveries (primarily move ins and move outs).

¹ It is understood that the Town's traffic consultant has suggested that this entrance be eliminated and replaced with a connection between the second and third driveways but that this decision will not be reached until input from the fire department and school district are received as part of the Site Plan process. The traffic analysis conducted for this report assumed that all site-generated traffic would enter or exit via the second/middle driveway, which is the most conservative approach.

Traffic Impact Study

This Traffic Impact Study presents the detailed traffic analysis that was completed to assess the potential traffic impacts related to the proposed development at 1-3 Croton Point Avenue.

Prior to the preparation of the TIS, Kimley-Horn prepared a Traffic Impact Analysis (TIA) letter which identified how many net new trips will be added to the neighborhood, compared to the study that AKRF completed in 2022. Kimley-Horn collected Turning Movement Counts (TMCs) at the following locations for the weekday AM (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:30 PM) peak periods in September 2024:

1. Croton Point Avenue and Veterans Plaza
2. Croton Point Avenue and Route 9/9A Southbound Ramps
3. Croton Point Avenue and Route 9/9A Northbound Ramps

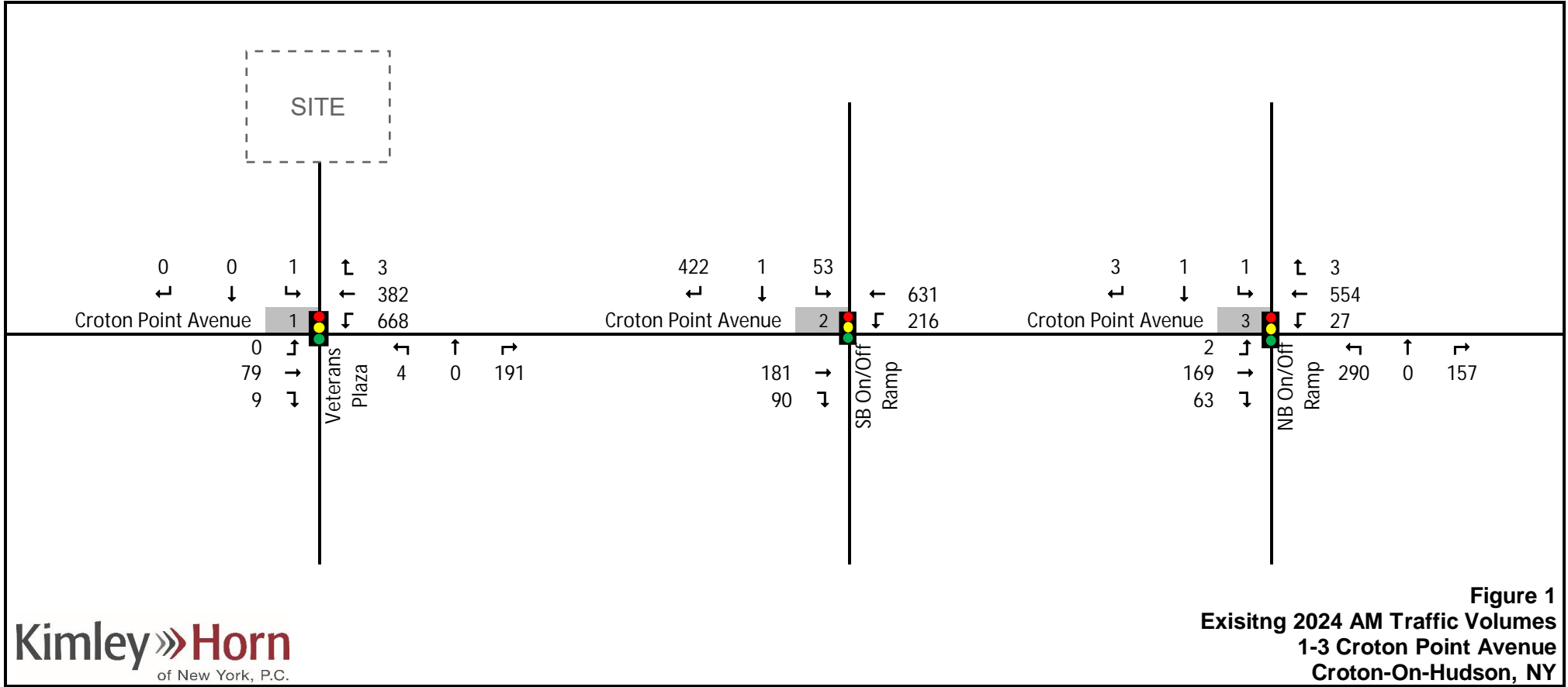
Signal timing plans were obtained from the New York State Department of Transportation (NYSDOT). After reviewing the data, the following peak hours are selected²:

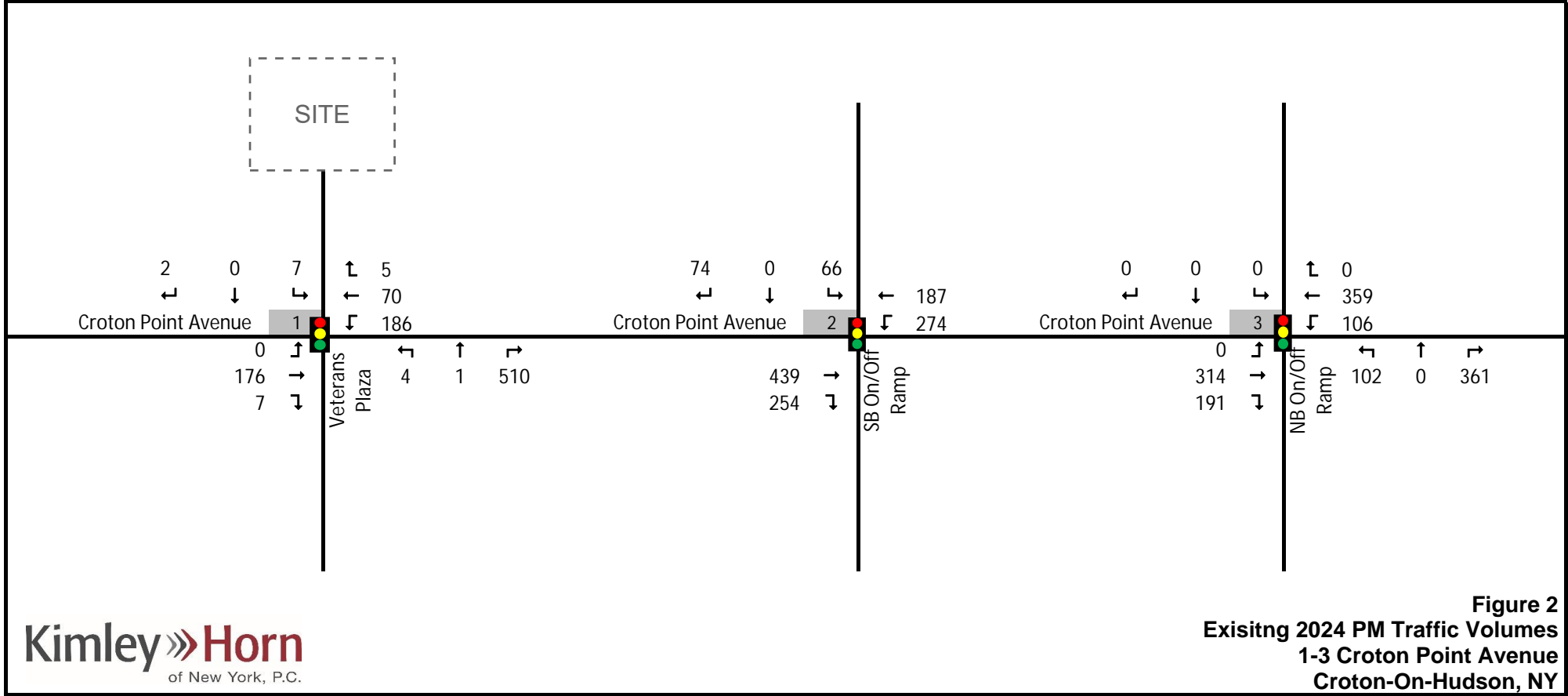
- 7:00 AM to 8:00 AM Peak Hour
- 5:30 PM to 6:30 PM Peak Hour

2024 Existing Condition Volumes

The peak-hour traffic volumes were balanced between intersections and the Existing condition traffic volumes are presented in **Figures 1 and 2**.

² It is noted that a review of the data indicated that the levels of traffic activity before 7:00 a.m. and after 6:30 p.m. were likely the same or lower than those from 7:45 to 8:00 a.m. and from 5:30 to 5:45 p.m. indicating that the surveys captured the true peak hours.

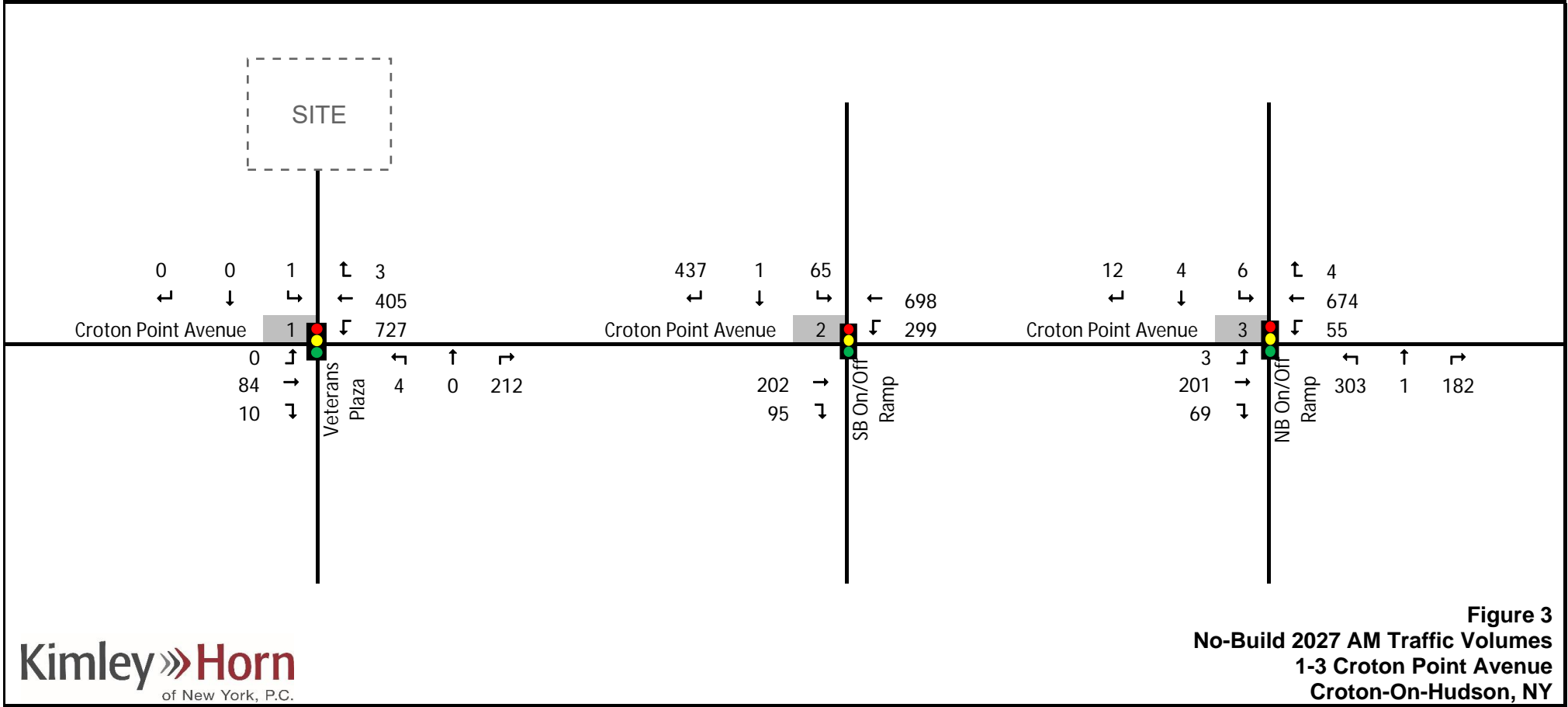




2027 No Build Condition Volumes

For the purpose of this analysis, it was assumed that the proposed 100 new residential units would be built and occupied by the end 2027. Applying this assumption, existing traffic volumes were grown by a 1% per year compounded growth rate. This growth rate reflected increases in background traffic growth that would be expected to occur with or without the proposed development (and was the same as the growth rate used in the previous AKRF study).

To further refine the analysis, the trips projected to be generated by the redevelopment of the other properties that were recently rezoned by the Village (excluding the 1-3 Croton Point Avenue property), were obtained from the 2022 AKRF Traffic Study. These Vicinity Development trips were added to the existing grown volumes to determine the 2027 No-Build Volumes as depicted in **Figures 3 and 4**.



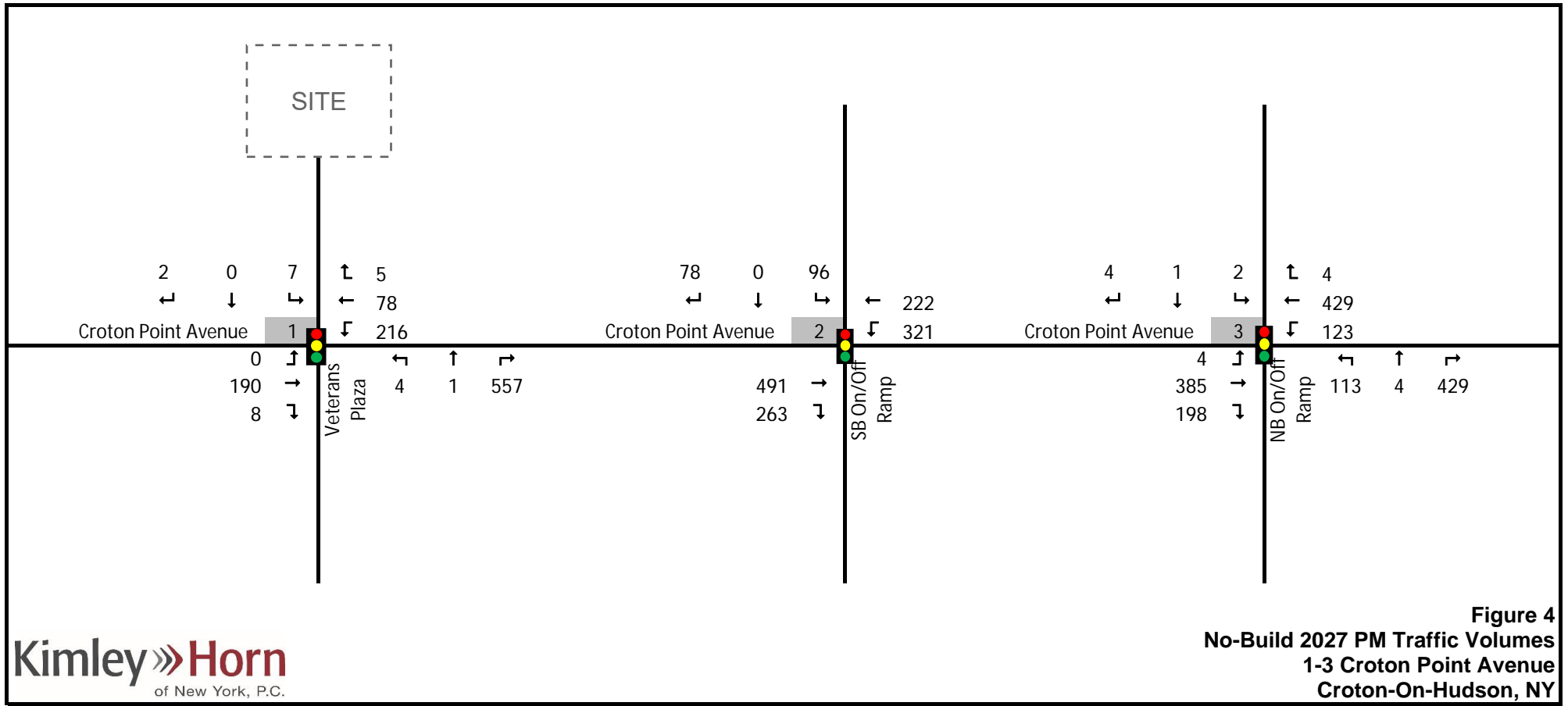


Figure 4
No-Build 2027 PM Traffic Volumes
1-3 Croton Point Avenue
Croton-On-Hudson, NY

2027 Build Condition Volumes

WBP Development, LLC has been selected by the Village of Croton-on-Hudson as the purchaser and developer of Village Parking Lot A (Tax Lots 3 and 5) and is in contract to purchase Tax Lot 4 from Croton Point Realty, Inc. Collectively, the subject property is proposed to be developed with a 5-story, 100 unit, below-market-rate multifamily building with amenity space and on-site parking. Units are proposed to be in condominium ownership. A review of the Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual, 11th Edition*, revealed a similar Land Use Code (LUC) to the site’s proposed use: Multifamily Housing (Mid-Rise; LUC 221). The trip projections for the proposed use were based on this Land Use for a General Suburban environment and Not Close to Rail. As presented in **Table 1**, ITE data indicate that a 100-unit development would generate 33 trips in the AM peak hour and 39 trips in the PM peak hour (and also 39 trips in the Saturday peak hour).

To account for the fact that the proposed development is near the train station (and the stores and restaurants on South Riverside Avenue), it was assumed that four (4) of the AM, PM and Saturday trips would be made on foot, as opposed to by vehicle. As a result, the proposed development is projected to generate 29 trips in the AM peak hour and 35 trips in the PM peak hour (and also 35 trips in the Saturday peak hour). This methodology is consistent with that conducted by AKRF for their environmental review of traffic impacts dated July 6, 2022, although **the volume of traffic generated by the currently proposed development will be considerably less than projected by AKRF in the 2022 study (approximately half)³.**

**Table 1
Proposed Development Trip Generation**

Building Component	Zoning Component	Land Use Description	ITE Land Use		Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Code #	Land Use		In	Out	Total	In	Out	Total	In	Out	Total
				LI TOD		Multifamily Housing	221	Multifamily Housing (Mid Rise) - Not Close to Rail Transit	100	7	26	33	24	15
Mass Transit Credit						-1	-3	-4	-2	-2	-4	-2	-2	-4
Total Trip Generation						6	23	29	22	13	35	18	17	35

Figures 5 and 6 illustrate the Project Generated trips for AM and PM peak hour. The arrival and departure patterns used were the same as for the 2022 TIS. 2027 Build Condition Volumes were determined by adding the Project generated trips to the 2027 No Build Condition Volumes which are illustrated in **Figures 7 and 8**.

³ 29 trips in the AM peak hour vs the 42 previously projected, 35 trips in the PM peak hour vs the 79 trips previously projected and 35 trips in the Saturday peak hour vs the 75 trips previously projected.

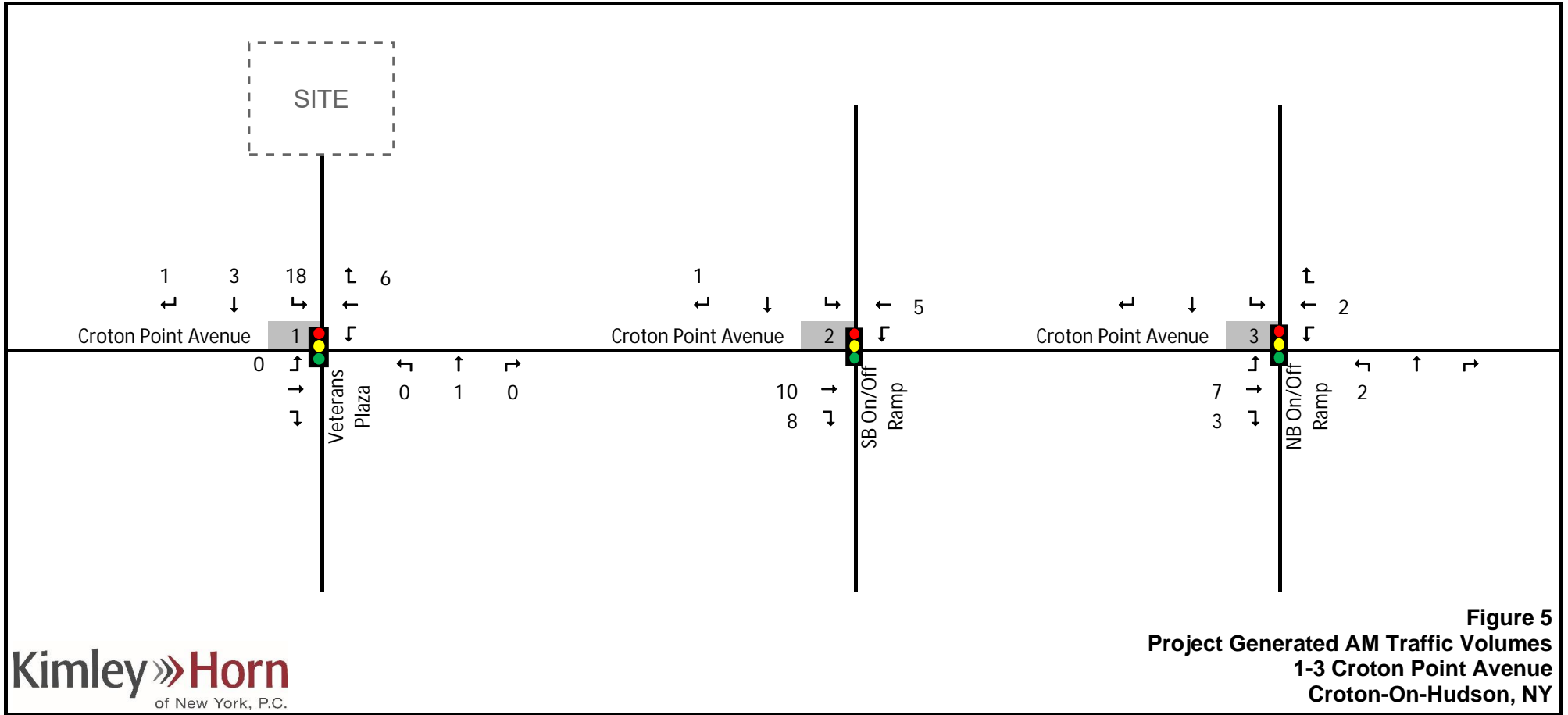


Figure 5
Project Generated AM Traffic Volumes
1-3 Croton Point Avenue
Croton-On-Hudson, NY

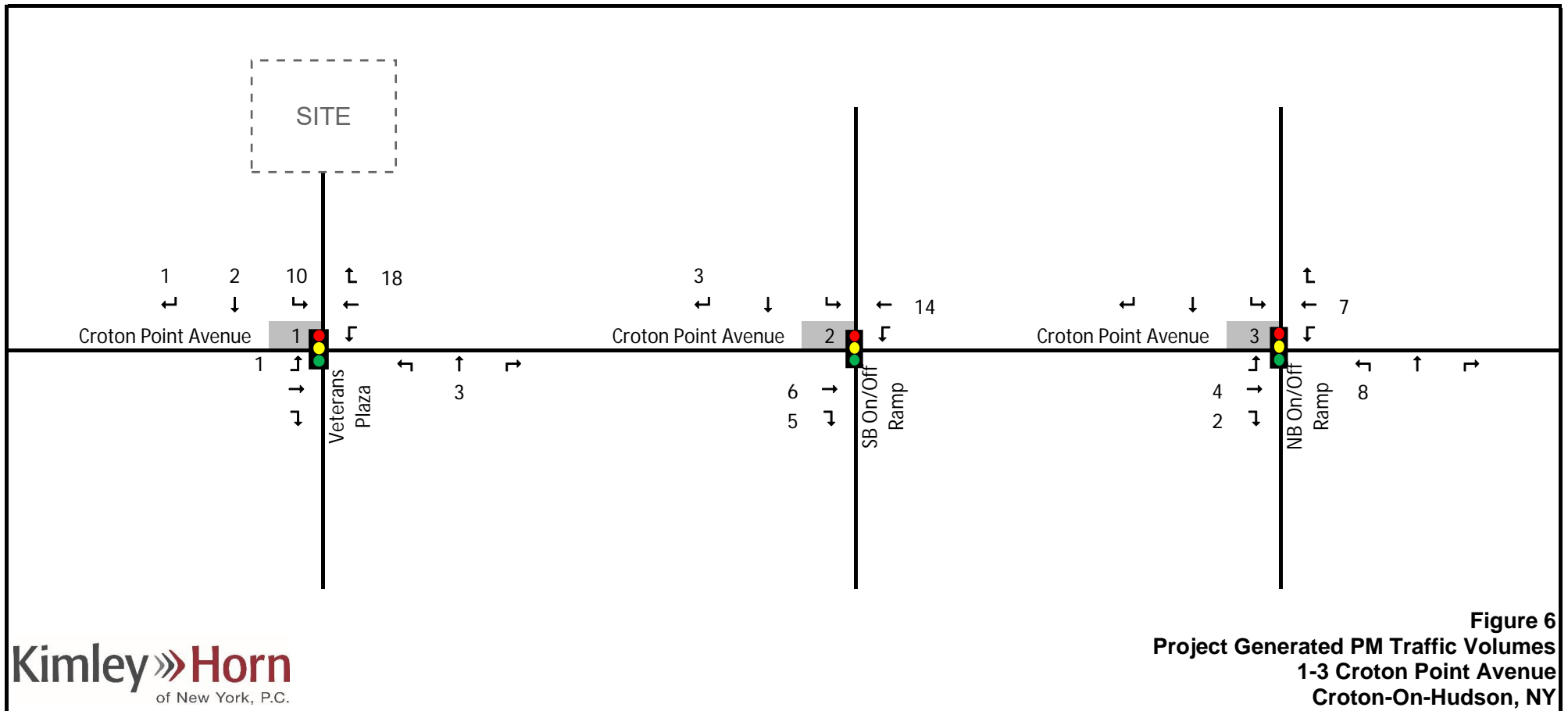
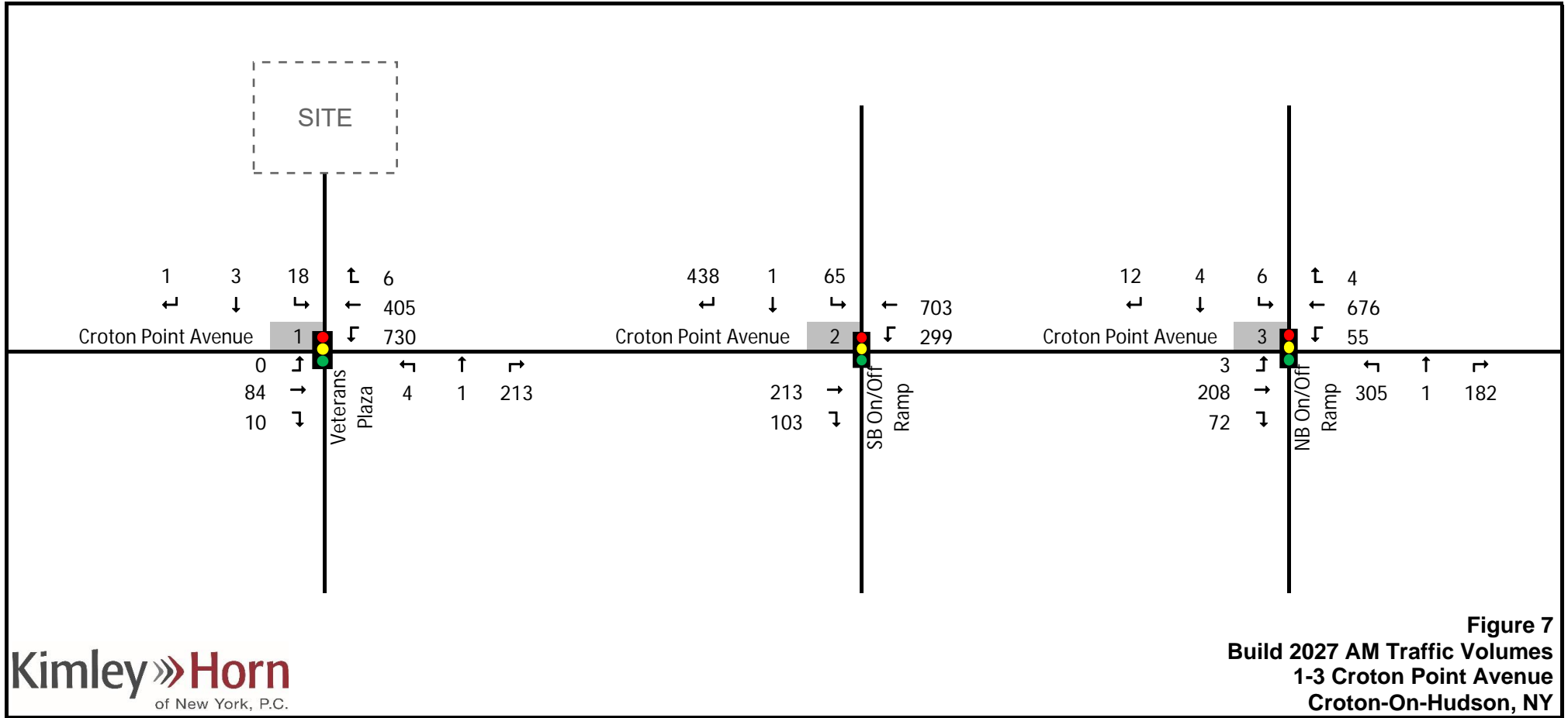


Figure 6
Project Generated PM Traffic Volumes
1-3 Croton Point Avenue
Croton-On-Hudson, NY



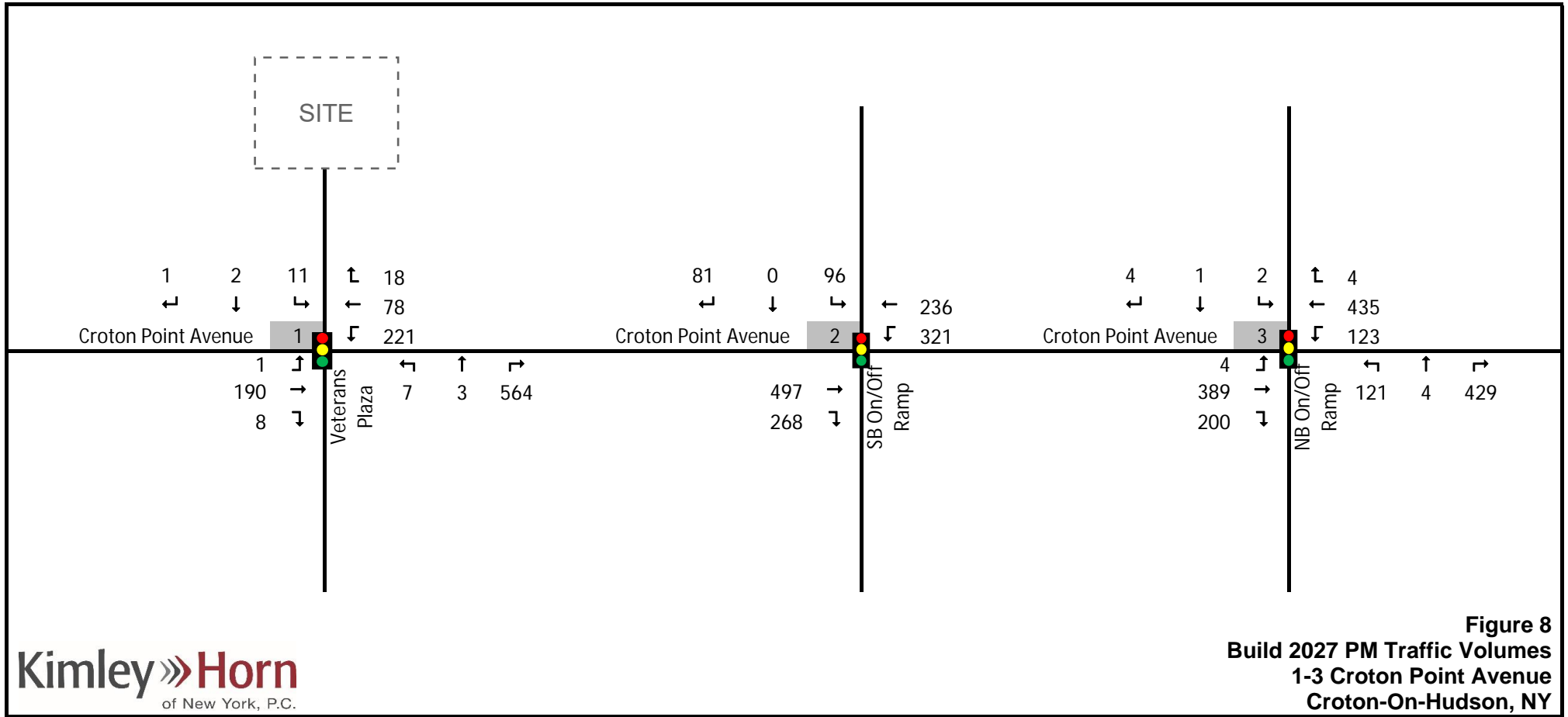


Figure 8
Build 2027 PM Traffic Volumes
1-3 Croton Point Avenue
Croton-On-Hudson, NY

Intersection Capacity Analysis

An intersection analysis was conducted using the Existing, No-Build and Build peak-hour volumes in the respective figure to assess the quality of the traffic flow at the study intersections.

The criteria used to analyze the study intersections is based on the evaluation criteria contained in the Transportation Research Board’s *Highway Capacity Manual* (“HCM”) 6th Edition. The term “Level of Service” (“LOS”) is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Synchro 12 software was used to model the three signalized study intersections based on the parameters mentioned above. Synchro 12 software is widely used by traffic engineering professionals, is approved for use by the NYSDOT and is consistent with the procedures in the HCM.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, LOS is based on the average control delay per vehicle for the various lane group movements within the intersection. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The control delay criteria for the range of service levels for signalized intersections are shown in **Table 2** below.

Table 2 – Level of Service Criteria	
Signalized Intersection Control Delay Per Vehicle	Level of Service (LOS)
≤10.0 seconds	A
> 10.0 seconds and ≤ 20.0 seconds	B
> 20.0 seconds and ≤ 35.0 seconds	C
> 35.0 seconds and ≤ 55.0 seconds	D
> 55.0 seconds and ≤ 80.0 seconds	E
> 80.0 seconds	F

Source: Transportation Research Board. *Highway Capacity Manual*.

The results of the intersection capacity analysis for the Existing, No-Build and Build volume conditions for the peak hours are summarized in **Table 3**. The Synchro worksheets are provided in the appendix.

**Table 3
Intersection Capacity Analysis Results**

Intersection	Approach	Existing Conditions				No-Build Conditions				Build Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
Croton Point Avenue & Veterans Plaza (Signalized)	EB LTR	21.4	C	8.8	A	23.4	C	10.3	B	23.6	C	11.1	B
	WB LTR	16.6	B	5.3	A	18.7	B	5.8	A	19.3	B	6.0	A
	NB LTR	11.9	B	15.4	B	11.7	B	14.8	B	11.9	B	15.2	B
	SB LTR	59.0	E	1.9	A	59.0	E	1.8	A	63.0	E	78.9	E
	Intersection	16.3	B	11.3	B	18.0	B	11.3	B	19.1	B	12.6	B
Croton Point Avenue & SB On/Off Ramps (Signalized)	EB TR	22.0	C	29.4	C	23.2	C	32.5	C	23.9	C	33.3	C
	WB LT	9.9	A	3.0	A	13.1	B	3.7	A	13.5	B	3.8	A
	SB LTR	65.9	E	64.5	E	67.0	E	61.9	E	67.0	E	62.1	E
	Intersection	28.7	C	23.8	C	29.9	C	25.4	C	30.1	C	25.7	C
Croton Point Avenue & NB On/Off Ramps (Signalized)	EB LTR	3.4	A	6.2	A	3.7	A	8.1	A	3.5	A	8.1	A
	WB LTR	9.3	A	9.4	A	10.4	B	10.3	B	10.4	B	10.4	B
	NB LTR	103.4	F	78.8	E	247.4	F	121.8	F	248.0	F	136.5	F
	SB LTR	26.6	C	0.0	A	22.8	C	26.1	C	22.8	C	26.1	C
	Intersection	41.4	D	30.7	C	85.5	F	45.5	D	85.2	F	50.4	D

Notes: 1. SB LTR approach is the exiting project resident traffic, therefore does not affect the public or constitute a significant traffic impact.

Observations

Our findings indicate that the 2022 AKRF traffic study conclusion remains well founded. The proposed Project will not have a significant impact on the motoring public⁴ and signal timing changes can be made, to better accommodate future traffic volumes.

As seen in the analysis results, under full rezoning buildout, the additional traffic generated by the 100 new residential units at 1-3 Croton Point Avenue, will increase delay for the motoring public by less than 1 second in all instances but one and there will not be any changes in LOS for the motoring public⁵. Further, increases in delays to the non-site-driveway movements at the driveway’s intersection with Croton Point Avenue are all projected to be less than one second.

The one exception noted above is the northbound off-ramp movement from Route 9/9A to Croton Point Avenue in the PM peak hour. The analysis indicates that this movement will be operating with delays in excess of 120 seconds (LOS “F”) in 2027 without the Project and that the addition of 8 vehicles in the PM peak hour will increase delay by 14.7 seconds.

⁴ Motoring public describes all non-project generated traffic.

⁵ A considerable increase in delay is projected for vehicles exiting the subject site, however, the number of exiting vehicles is minimal, and they will be project residents or visitors, not the general motoring public.

A comparison of the results of the analysis summarized in Table 3 with the analysis results contained in Table 1 of the 2022 AKRF traffic impact study indicates that 2027 traffic operating conditions are generally projected to be better than projected in the AKRF study, especially during the PM peak hour. Given the low number of trips added, the underlying conditions, and the fact that the increase in delay will not precipitate a change in Level of Service, this increase is not considered to be significant. However, we have determined that modifications could be made to the signal timings to prevent this increase in delay from occurring (and to restore operating conditions to “E” Levels of Service or better). The need to adjust the signal timings to optimize conditions for the prevailing future traffic volumes is applicable to both peak hours, which can reduce all LOS “F” conditions significantly and result in an overall LOS “C” or better conditions for all study intersections, as seen in **Table 4** below.

Table 4
Intersection Capacity Analysis with Signal Timing Changes

Intersection	Approach	Existing Conditions				No-Build Conditions				Build with Timing Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
Croton Point Avenue & Veterans Plaza (Signalized)	EB LTR	21.4	C	8.8	A	23.4	C	10.3	B	23.6	C	11.1	B
	WB LTR	16.6	B	5.3	A	18.7	B	5.8	A	19.3	B	6.0	A
	NB LTR	11.9	B	15.4	B	11.7	B	14.8	B	11.9	B	15.2	B
	SB LTR	59.0	E	1.9	A	59.0	E	1.8	A	63.0	E	78.9	E
	Intersection	16.3	B	11.3	B	18.0	B	11.3	B	19.1	B	12.6	B
Croton Point Avenue & SB On/Off Ramps (Signalized)	EB TR	22.0	C	29.4	C	23.2	C	32.5	C	20.0	B	26.6	C
	WB LT	9.9	A	3.0	A	13.1	B	3.7	A	10.8	B	3.8	A
	SB LTR	65.9	E	64.5	E	67.0	E	61.9	E	57.6	E	62.0	E
	Intersection	28.7	C	23.8	C	29.9	C	25.4	C	25.3	C	22.3	C
Croton Point Avenue & NB On/Off Ramps (Signalized)	EB LTR	3.4	A	6.2	A	3.7	A	8.1	A	9.8	A	12.5	B
	WB LTR	9.3	A	9.4	A	10.4	B	10.3	B	19.4	B	13.6	B
	NB LTR	103.4	F	78.8	E	247.4	F	121.8	F	72.9	E	78.5	E
	SB LTR	26.6	C	0.0	A	22.8	C	26.1	C	15.9	B	22.9	C
	Intersection	41.4	D	30.7	C	85.5	F	45.5	D	34.7	C	34.2	C

Notes: 1. SB LTR approach is exiting project traffic, therefore does not affect the general public or constitute a significant traffic impact.

It is noted that these signal timing changes will be needed with or without the Project and are typically the responsibility of the signal owner (NYSDOT) as part of their periodic signal maintenance and upkeep.

Conclusion

As indicated herein, the additional traffic generated by the proposed 100 below-market-rate residential units is projected to increase delays to the motoring public at the site driveway by less than 1 second and there will be no changes in Level of Service for movements serving the general public. The analysis results are generally consistent with or slightly better than projected in the 2022 AKRF study. Finally, with the recommended signal timing changes, all underlying Level of Service "F" conditions can be restored to LOS "E" or better conditions. Based on these findings, it is concluded that the proposed 100-unit residential development will not have a significant adverse impact on traffic operating conditions.

Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN Engineering and ASSOCIATES



By: John Canning, P.E.
Associate

Synchro Reports

Existing AM Conditions

Existing AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

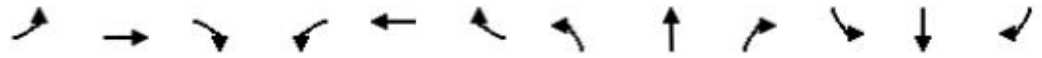
Existing Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+		+	+			+	+		+	
Traffic Volume (vph)	0	79	9	668	382	3	4	0	191	1	0	0
Future Volume (vph)	0	79	9	668	382	3	4	0	191	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98	0.99			
Fr _t		0.986			0.999			0.856	0.850			
Fl _t Protected				0.950	0.986			0.998			0.950	
Satd. Flow (prot)	0	1678	0	1569	1615	0	0	1254	1308	0	2066	0
Fl _t Permitted				0.694	0.866			0.992			0.536	
Satd. Flow (perm)	0	1678	0	1140	1416	0	0	1243	1292	0	1166	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								103	107			
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		243			180			390			531	
Travel Time (s)		6.6			4.1			13.3			14.5	
Confl. Peds. (#/hr)	23		3	3		23	27					27
Confl. Bikes (#/hr)			2			7			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	14%	44%	1%	2%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	87	10	734	420	3	4	0	210	1	0	0
Shared Lane Traffic (%)				24%					49%			
Lane Group Flow (vph)	0	97	0	558	599	0	0	107	107	0	1	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			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	20	100		20	100		20	100	20	20		100
Trailing Detector (ft)	0	0		0	0		0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6

Existing AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Existing Condition
09/24/2024

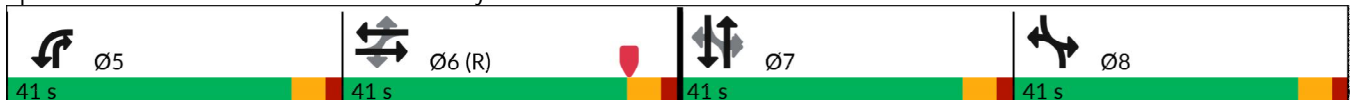


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA		pm+pt		NA		pm+pt		NA		pm+pt	
Protected Phases	6		5		6		8		7		5	
Permitted Phases	6		6		6		7		7		7	
Detector Phase	6		6		5		6		8		7	
Switch Phase												
Minimum Initial (s)	5.0		5.0		5.0		5.0		5.0		5.0	
Minimum Split (s)	31.0		31.0		11.0		31.0		31.0		11.0	
Total Split (s)	41.0		41.0		41.0		41.0		41.0		41.0	
Total Split (%)	25.0%		25.0%		25.0%		25.0%		25.0%		25.0%	
Maximum Green (s)	35.0		35.0		35.0		35.0		35.0		35.0	
Yellow Time (s)	4.0		4.0		4.0		4.0		4.0		4.0	
All-Red Time (s)	2.0		2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		6.0		6.0		6.0		6.0		6.0	
Lead/Lag	Lag		Lag		Lead		Lag		Lead		Lead	
Lead-Lag Optimize?							Yes		Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.5		3.0	
Recall Mode	C-Max		C-Max		None		C-Max		None		None	
Walk Time (s)	7.0		7.0		7.0		7.0		7.0		7.0	
Flash Don't Walk (s)	18.0		18.0		18.0		18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20		20		20		20		20		20	
Act Effct Green (s)	88.5		128.6		128.6		17.4		57.5		17.4	
Actuated g/C Ratio	0.54		0.78		0.78		0.11		0.35		0.11	
v/c Ratio	0.11		0.56		0.52		0.48		0.20		0.01	
Control Delay (s/veh)	21.4		7.6		7.1		18.6		5.2		59.0	
Queue Delay	0.0		10.1		8.4		0.0		0.0		0.0	
Total Delay (s/veh)	21.4		17.8		15.5		18.6		5.2		59.0	
LOS	C		B		B		B		A		E	
Approach Delay (s/veh)	21.4		16.6		16.6		11.9		11.9		59.0	
Approach LOS	C		B		B		B		B		E	

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 164
 Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay (s/veh): 16.3
 Intersection LOS: B
 Intersection Capacity Utilization 59.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue



Existing AM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

Existing Condition
 09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↑	↑↑
Traffic Volume (vph)	0	181	90	216	631	0	0	0	0	53	1	422
Future Volume (vph)	0	181	90	216	631	0	0	0	0	53	1	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00							
Fr _t		0.950									0.884	0.850
Fl _t Protected					0.987						0.989	
Satd. Flow (prot)	0	2970	0	0	3211	0	0	0	0	0	1559	1542
Fl _t Permitted					0.763						0.989	
Satd. Flow (perm)	0	2970	0	0	2474	0	0	0	0	0	1559	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	21		8	8		21						
Confl. Bikes (#/hr)			1			8						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	7%	1%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	0	195	97	232	678	0	0	0	0	57	1	454
Shared Lane Traffic (%)												44%
Lane Group Flow (vph)	0	292	0	0	910	0	0	0	0	0	258	254
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

Existing AM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

Existing Condition
 09/24/2024

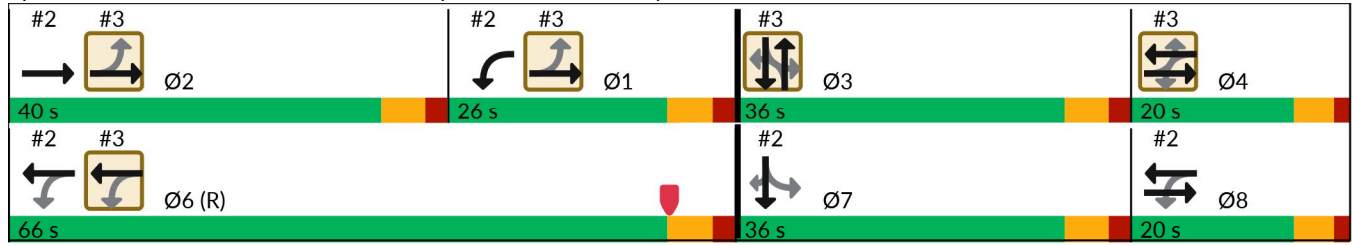


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA				Perm		NA	Perm
Protected Phases	2 8		1		6 8						7	7
Permitted Phases			6 8						7			7
Detector Phase	2 8		1		6 8				7		7	7
Switch Phase												
Minimum Initial (s)			5.0						5.0		5.0	5.0
Minimum Split (s)			22.0						24.0		24.0	24.0
Total Split (s)			26.0						36.0		36.0	36.0
Total Split (%)			21.3%						29.5%		29.5%	29.5%
Maximum Green (s)			20.0						30.0		30.0	30.0
Yellow Time (s)			4.0						4.0		4.0	4.0
All-Red Time (s)			2.0						2.0		2.0	2.0
Lost Time Adjust (s)											0.0	0.0
Total Lost Time (s)											6.0	6.0
Lead/Lag			Lag						Lead		Lead	Lead
Lead-Lag Optimize?			Yes						Yes		Yes	Yes
Vehicle Extension (s)			3.0						3.0		3.0	3.0
Recall Mode			None						None		None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	59.2				85.2						24.8	24.8
Actuated g/C Ratio	0.49				0.70						0.20	0.20
v/c Ratio	0.20				0.49						0.81	0.81
Control Delay (s/veh)	19.4				9.6						66.0	65.8
Queue Delay	2.6				0.3						0.0	0.0
Total Delay (s/veh)	22.0				9.9						66.0	65.8
LOS	C				A						E	E
Approach Delay (s/veh)	22.0				9.9						65.9	
Approach LOS	C				A						E	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay (s/veh):	28.7
Intersection LOS:	C
Intersection Capacity Utilization:	71.2%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	36.0	20.0	66.0	20.0
Total Split (%)	33%	30%	16%	54%	16%
Maximum Green (s)	34.0	30.0	15.0	60.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0
Recall Mode	Max	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	8	0		20	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

Existing AM Peak Hour
3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Existing Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	2	169	63	27	554	3	290	0	157	1	1	3
Future Volume (vph)	2	169	63	27	554	3	290	0	157	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.99	
Fr _t		0.960			0.999			0.953			0.919	
Fl _t Protected					0.998			0.969			0.990	
Satd. Flow (prot)	0	2907	0	0	3199	0	0	1702	0	0	1248	0
Fl _t Permitted		0.884			0.928			0.801			0.960	
Satd. Flow (perm)	0	2570	0	0	2974	0	0	1406	0	0	1210	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69			1			125			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	25		4	4		25	1					1
Confl. Bikes (#/hr)			3			8						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	8%	10%	7%	2%	33%	2%	0%	8%	0%	0%	67%
Adj. Flow (vph)	2	186	69	30	609	3	319	0	173	1	1	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	642	0	0	492	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Existing AM Peak Hour
3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Existing Condition
09/24/2024

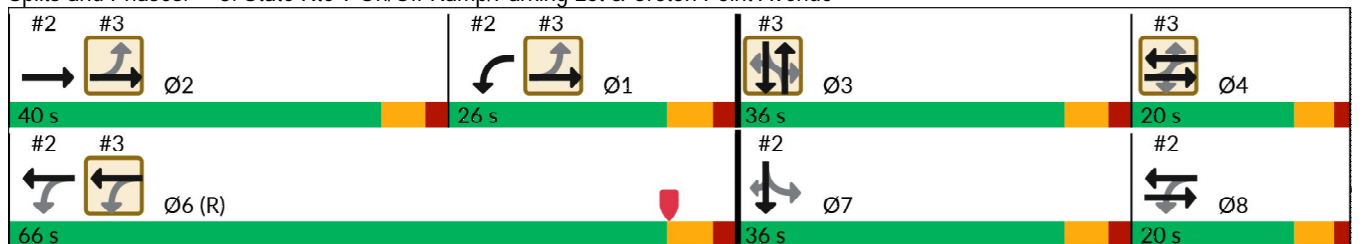


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							36.0	36.0		36.0	36.0	
Total Split (%)							29.5%	29.5%		29.5%	29.5%	
Maximum Green (s)							30.0	30.0		30.0	30.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		80.0			81.0			31.0			30.0	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	
v/c Ratio		0.15			0.33			1.09			0.02	
Control Delay (s/veh)		3.4			9.3			102.5			26.6	
Queue Delay		0.0			0.0			0.9			0.0	
Total Delay (s/veh)		3.4			9.3			103.4			26.6	
LOS		A			A			F			C	
Approach Delay (s/veh)		3.4			9.3			103.4			26.6	
Approach LOS		A			A			F			C	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay (s/veh):	41.4
Intersection LOS:	D
Intersection Capacity Utilization:	68.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

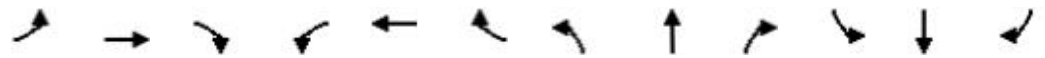


Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	24.0	20.0
Total Split (s)	26.0	40.0	20.0	66.0	36.0	20.0
Total Split (%)	21%	33%	16%	54%	30%	16%
Maximum Green (s)	20.0	34.0	15.0	60.0	30.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		8		20		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

Existing PM Conditions

Existing PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

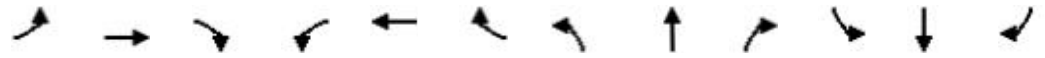
Existing Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+		+	+			+	+		+	
Traffic Volume (vph)	0	176	7	186	70	5	4	1	510	7	0	2
Future Volume (vph)	0	176	7	186	70	5	4	1	510	7	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.99			0.99	0.99		0.98	
Fr _t		0.995		0.995	0.995			0.853	0.850		0.975	
Fl _t Protected				0.950	0.978			0.999			0.961	
Satd. Flow (prot)	0	1947	0	1553	1568	0	0	1287	1360	0	1800	0
Fl _t Permitted				0.616	0.779			0.996			0.269	
Satd. Flow (perm)	0	1947	0	1000	1245	0	0	1282	1341	0	504	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					1			311	311		60	
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		184			180			390			531	
Travel Time (s)		5.0			4.1			13.3			14.5	
Confl. Peds. (#/hr)	19		7	7		19	20					20
Confl. Bikes (#/hr)			3			4			4			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	2%	3%	20%	50%	0%	0%	14%	0%	0%
Adj. Flow (vph)	0	215	9	227	85	6	5	1	622	9	0	2
Shared Lane Traffic (%)				33%					50%			
Lane Group Flow (vph)	0	224	0	152	166	0	0	317	311	0	11	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			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Existing PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Existing Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA		pm+pt		NA		pm+pt		NA		pm+pt	
Protected Phases	6		5		6		8		7		5	
Permitted Phases	6		6		6		7		7		7	
Detector Phase	6		6		5		6		8		7	
Switch Phase												
Minimum Initial (s)	5.0		5.0		5.0		5.0		5.0		5.0	
Minimum Split (s)	31.0		31.0		11.0		31.0		31.0		11.0	
Total Split (s)	41.0		41.0		41.0		41.0		41.0		41.0	
Total Split (%)	25.0%		25.0%		25.0%		25.0%		25.0%		25.0%	
Maximum Green (s)	35.0		35.0		35.0		35.0		35.0		35.0	
Yellow Time (s)	4.0		4.0		4.0		4.0		4.0		4.0	
All-Red Time (s)	2.0		2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		6.0		6.0		6.0		6.0		6.0	
Lead/Lag	Lag		Lag		Lead		Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes		Yes		Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.5		3.0	
Recall Mode	C-Max		C-Max		None		C-Max		None		None	
Walk Time (s)	7.0		7.0		7.0		7.0		7.0		7.0	
Flash Don't Walk (s)	18.0		18.0		18.0		18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20		20		20		20		20		20	
Act Effct Green (s)	118.9		128.5		128.5		17.5		27.1		17.5	
Actuated g/C Ratio	0.73		0.78		0.78		0.11		0.17		0.11	
v/c Ratio	0.16		0.19		0.17		0.77		0.65		0.10	
Control Delay (s/veh)	8.8		4.5		4.3		19.6		11.1		1.9	
Queue Delay	0.0		0.5		1.3		0.0		0.0		0.0	
Total Delay (s/veh)	8.8		5.0		5.6		19.6		11.1		1.9	
LOS	A		A		A		B		B		A	
Approach Delay (s/veh)	8.8		5.3		5.3		15.4		15.4		1.9	
Approach LOS	A		A		A		B		B		A	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	164
Offset:	0 (0%), Referenced to phase 6:EBWB, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	11.3
Intersection LOS:	B
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue



Existing PM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

Existing Condition
 09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↓	↑
Traffic Volume (vph)	0	439	254	274	187	0	0	0	0	66	0	74
Future Volume (vph)	0	439	254	274	187	0	0	0	0	66	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.98			1.00						1.00	
Fr _t		0.945									0.984	0.850
Fl _t Protected					0.971						0.957	
Satd. Flow (prot)	0	3112	0	0	3181	0	0	0	0	0	1678	1542
Fl _t Permitted					0.521						0.957	
Satd. Flow (perm)	0	3112	0	0	1703	0	0	0	0	0	1677	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	18		7	7		18			1	1		
Confl. Bikes (#/hr)			6			2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	1%	3%	0%	0%	0%	0%	3%	0%	1%
Adj. Flow (vph)	0	510	295	319	217	0	0	0	0	77	0	86
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	805	0	0	536	0	0	0	0	0	86	77
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

Existing PM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

Existing Condition
 09/24/2024

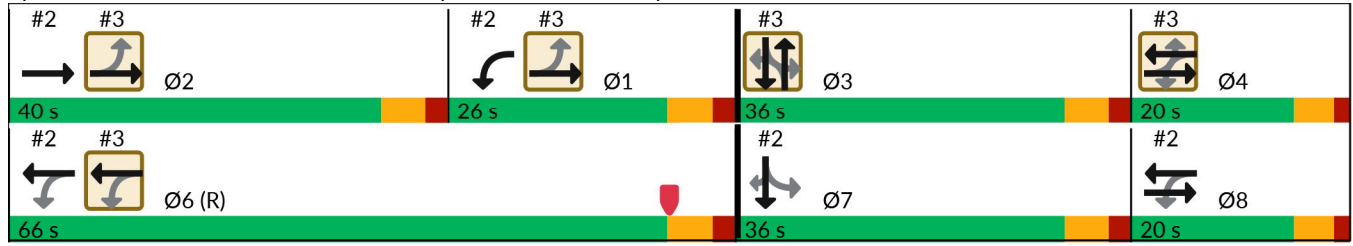


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA				Perm		NA	Perm
Protected Phases	2 8		1		6 8						7	7
Permitted Phases			6 8						7			7
Detector Phase	2 8		1		6 8				7		7	7
Switch Phase												
Minimum Initial (s)			5.0						5.0		5.0	5.0
Minimum Split (s)			22.0						24.0		24.0	24.0
Total Split (s)			26.0						36.0		36.0	36.0
Total Split (%)			21.3%						29.5%		29.5%	29.5%
Maximum Green (s)			20.0						30.0		30.0	30.0
Yellow Time (s)			4.0						4.0		4.0	4.0
All-Red Time (s)			2.0						2.0		2.0	2.0
Lost Time Adjust (s)											0.0	0.0
Total Lost Time (s)											6.0	6.0
Lead/Lag			Lag						Lead		Lead	Lead
Lead-Lag Optimize?			Yes						Yes		Yes	Yes
Vehicle Extension (s)			3.0						3.0		3.0	3.0
Recall Mode			None						None		None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	53.8			98.4						11.6		11.6
Actuated g/C Ratio	0.44			0.81						0.10		0.10
v/c Ratio	0.59			0.29						0.54		0.53
Control Delay (s/veh)	27.6			2.8						64.4		64.6
Queue Delay	1.8			0.2						0.0		0.0
Total Delay (s/veh)	29.4			3.0						64.4		64.6
LOS	C			A						E		E
Approach Delay (s/veh)	29.4			3.0						64.5		
Approach LOS	C			A						E		

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay (s/veh):	23.8
Intersection LOS:	C
Intersection Capacity Utilization:	68.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	36.0	20.0	66.0	20.0
Total Split (%)	33%	30%	16%	54%	16%
Maximum Green (s)	34.0	30.0	15.0	60.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	7	1		18	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

Existing PM Peak Hour
3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Existing Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	314	191	106	359	0	102	0	361	0	0	0
Future Volume (vph)	0	314	191	106	359	0	102	0	361	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			0.99				
Frts		0.943						0.895				
Flt Protected					0.989			0.989				
Satd. Flow (prot)	0	3076	0	0	3224	0	0	1659	0	0	1938	0
Flt Permitted					0.712			0.923				
Satd. Flow (perm)	0	3076	0	0	2320	0	0	1548	0	0	1938	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		203						138				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	21		8	8		21			1	1		
Confl. Bikes (#/hr)			5			2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	334	203	113	382	0	109	0	384	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	537	0	0	495	0	0	493	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Existing PM Peak Hour
3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Existing Condition
09/24/2024

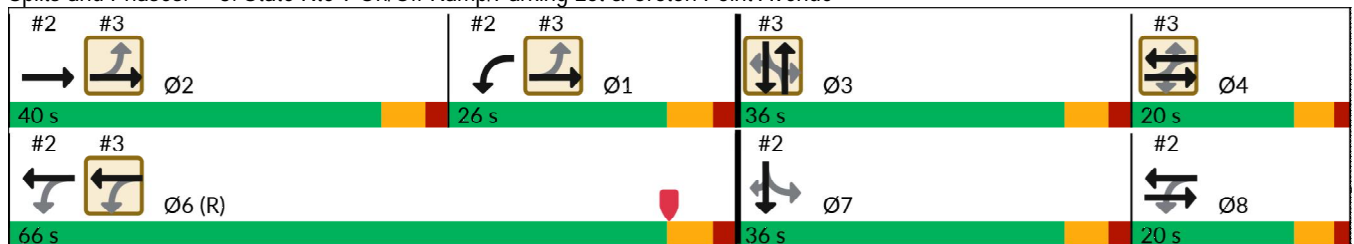


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm		NA		Perm		NA			
Protected Phases	1 2 4				4 6		3				3	
Permitted Phases	1 2 4		4 6				3		3			
Detector Phase	1 2 4		1 2 4		4 6		4 6		3		3	
Switch Phase												
Minimum Initial (s)							5.0		5.0		5.0	
Minimum Split (s)							31.0		31.0		31.0	
Total Split (s)							36.0		36.0		36.0	
Total Split (%)							29.5%		29.5%		29.5%	
Maximum Green (s)							30.0		30.0		30.0	
Yellow Time (s)							4.0		4.0		4.0	
All-Red Time (s)							2.0		2.0		2.0	
Lost Time Adjust (s)							0.0				0.0	
Total Lost Time (s)							6.0				6.0	
Lead/Lag							Lead		Lead		Lead	
Lead-Lag Optimize?							Yes		Yes		Yes	
Vehicle Extension (s)							3.0		3.0		3.0	
Recall Mode							None		None		None	
Walk Time (s)							7.0		7.0		7.0	
Flash Don't Walk (s)							18.0		18.0		18.0	
Pedestrian Calls (#/hr)							1		1		1	
Act Effct Green (s)	80.0				81.0		30.0					
Actuated g/C Ratio	0.66				0.66		0.25					
v/c Ratio	0.26				0.32		1.02					
Control Delay (s/veh)	5.6				9.4		78.8					
Queue Delay	0.5				0.0		0.0					
Total Delay (s/veh)	6.2				9.4		78.8					
LOS	A				A		E					
Approach Delay (s/veh)	6.2				9.4		78.8					
Approach LOS	A				A		E					

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay (s/veh):	30.7
Intersection LOS:	C
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	24.0	20.0
Total Split (s)	26.0	40.0	20.0	66.0	36.0	20.0
Total Split (%)	21%	33%	16%	54%	30%	16%
Maximum Green (s)	20.0	34.0	15.0	60.0	30.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		7		18		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

No Build AM Conditions

No Build AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

No Build Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↕			↕	↗		↕	
Traffic Volume (vph)	0	84	10	727	405	3	4	0	212	1	0	0
Future Volume (vph)	0	84	10	727	405	3	4	0	212	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.98	0.99			
Fr _t		0.986			0.999			0.855	0.850			
Fl _t Protected				0.950	0.985			0.998			0.950	
Satd. Flow (prot)	0	1676	0	1569	1613	0	0	1253	1308	0	2066	0
Fl _t Permitted				0.690	0.858			0.992			0.488	
Satd. Flow (perm)	0	1676	0	1134	1403	0	0	1241	1292	0	1061	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								114	119			
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		243			180			390			531	
Travel Time (s)		6.6			4.1			13.3			14.5	
Confl. Peds. (#/hr)	23		3	3		23	27					27
Confl. Bikes (#/hr)			2			7			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	14%	44%	1%	2%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	92	11	799	445	3	4	0	233	1	0	0
Shared Lane Traffic (%)				25%					49%			
Lane Group Flow (vph)	0	103	0	599	648	0	0	118	119	0	1	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			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	20	100		20	100		20	100	20	20		100
Trailing Detector (ft)	0	0		0	0		0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6

No Build AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

No Build Condition
09/24/2024

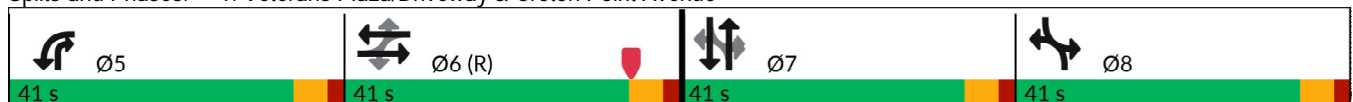


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA		pm+pt		NA		pm+pt		NA		pm+pt	
Protected Phases	6		5		6		8		7		5	
Permitted Phases	6		6		6		7		7		7	
Detector Phase	6		6		5		6		8		7	
Switch Phase												
Minimum Initial (s)	5.0		5.0		5.0		5.0		5.0		5.0	
Minimum Split (s)	31.0		31.0		11.0		31.0		31.0		11.0	
Total Split (s)	41.0		41.0		41.0		41.0		41.0		41.0	
Total Split (%)	25.0%		25.0%		25.0%		25.0%		25.0%		25.0%	
Maximum Green (s)	35.0		35.0		35.0		35.0		35.0		35.0	
Yellow Time (s)	4.0		4.0		4.0		4.0		4.0		4.0	
All-Red Time (s)	2.0		2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		6.0		6.0		6.0		6.0		6.0	
Lead/Lag	Lag		Lag		Lead		Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes		Yes		Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.5		3.0	
Recall Mode	C-Max		C-Max		None		C-Max		None		None	
Walk Time (s)	7.0		7.0		7.0		7.0		7.0		7.0	
Flash Don't Walk (s)	18.0		18.0		18.0		18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20		20		20		20		20		20	
Act Effct Green (s)	81.7		128.6		128.6		17.4		64.3		17.4	
Actuated g/C Ratio	0.50		0.78		0.78		0.11		0.39		0.11	
v/c Ratio	0.12		0.59		0.56		0.51		0.20		0.01	
Control Delay (s/veh)	23.4		8.2		7.7		18.6		5.0		59.0	
Queue Delay	0.0		11.1		10.5		0.0		0.0		0.0	
Total Delay (s/veh)	23.4		19.3		18.2		18.6		5.0		59.0	
LOS	C		B		B		B		A		E	
Approach Delay (s/veh)	23.4		18.7		18.7		11.7		11.7		59.0	
Approach LOS	C		B		B		B		B		E	

Intersection Summary

Area Type:	Other
Cycle Length:	164
Actuated Cycle Length:	164
Offset:	0 (0%), Referenced to phase 6:EBWB, Start of Yellow
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay (s/veh):	18.0
Intersection LOS:	B
Intersection Capacity Utilization:	61.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue



No Build AM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

No Build Condition
 09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↑	↑↑
Traffic Volume (vph)	0	202	95	299	698	0	0	0	0	65	1	437
Future Volume (vph)	0	202	95	299	698	0	0	0	0	65	1	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00							
Fr _t		0.952									0.889	0.850
Fl _t Protected					0.985						0.987	
Satd. Flow (prot)	0	2976	0	0	3196	0	0	0	0	0	1560	1542
Fl _t Permitted					0.731						0.987	
Satd. Flow (perm)	0	2976	0	0	2363	0	0	0	0	0	1560	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	21		8	8		21						
Confl. Bikes (#/hr)			1			8						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	7%	1%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	0	217	102	322	751	0	0	0	0	70	1	470
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	0	319	0	0	1073	0	0	0	0	0	273	268
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

No Build AM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

No Build Condition
 09/24/2024

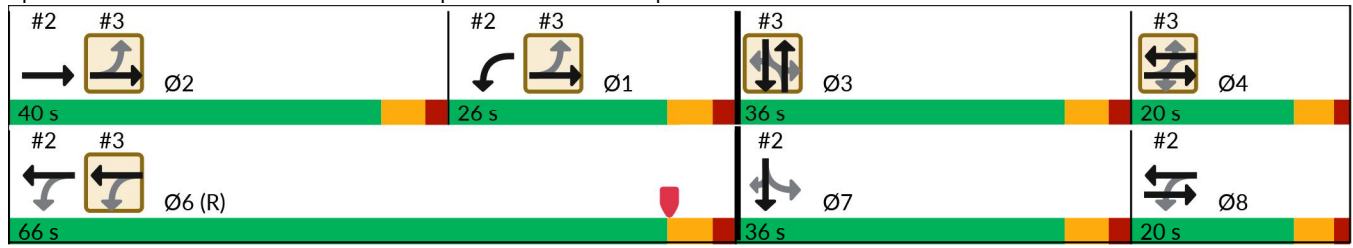


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex						
Detector 2 Channel													
Detector 2 Extend (s)	0.0			0.0			0.0						
Turn Type	NA		pm+pt		NA		Perm			NA		Perm	
Protected Phases	2 8		1		6 8		7						
Permitted Phases				6 8			7			7			
Detector Phase	2 8		1		6 8		7			7		7	
Switch Phase													
Minimum Initial (s)				5.0			5.0			5.0		5.0	
Minimum Split (s)				22.0			24.0			24.0		24.0	
Total Split (s)				26.0			36.0			36.0		36.0	
Total Split (%)				21.3%			29.5%			29.5%		29.5%	
Maximum Green (s)				20.0			30.0			30.0		30.0	
Yellow Time (s)				4.0			4.0			4.0		4.0	
All-Red Time (s)				2.0			2.0			2.0		2.0	
Lost Time Adjust (s)											0.0		0.0
Total Lost Time (s)											6.0		6.0
Lead/Lag				Lag			Lead			Lead		Lead	
Lead-Lag Optimize?				Yes			Yes			Yes		Yes	
Vehicle Extension (s)				3.0			3.0			3.0		3.0	
Recall Mode				None			None			None		None	
Walk Time (s)													
Flash Don't Walk (s)													
Pedestrian Calls (#/hr)													
Act Effct Green (s)	58.4			84.4			25.6			25.6			
Actuated g/C Ratio	0.48			0.69			0.21			0.21			
v/c Ratio	0.22			0.61			0.83			0.83			
Control Delay (s/veh)	20.0			12.9			67.3			66.8			
Queue Delay	3.2			0.3			0.0			0.0			
Total Delay (s/veh)	23.2			13.1			67.3			66.8			
LOS	C			B			E			E			
Approach Delay (s/veh)	23.2			13.1			67.0						
Approach LOS	C			B			E						

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.44
Intersection Signal Delay (s/veh):	29.9
Intersection LOS:	C
Intersection Capacity Utilization:	76.4%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	36.0	20.0	66.0	20.0
Total Split (%)	33%	30%	16%	54%	16%
Maximum Green (s)	34.0	30.0	15.0	60.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0
Recall Mode	Max	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	8	0		20	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

No Build AM Peak Hour
3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

No Build Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (vph)	3	201	69	55	674	4	303	1	182	6	4	12
Future Volume (vph)	3	201	69	55	674	4	303	1	182	6	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.99	
Fr _t		0.962			0.999			0.949			0.927	
Fl _t Protected					0.996			0.970			0.986	
Satd. Flow (prot)	0	2912	0	0	3187	0	0	1695	0	0	1290	0
Fl _t Permitted		0.864			0.894			0.796			0.917	
Satd. Flow (perm)	0	2516	0	0	2861	0	0	1389	0	0	1200	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76			1			24			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	25		4	4		25	1					1
Confl. Bikes (#/hr)			3			8						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	8%	10%	7%	2%	33%	2%	0%	8%	0%	0%	67%
Adj. Flow (vph)	3	221	76	60	741	4	333	1	200	7	4	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	300	0	0	805	0	0	534	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

No Build AM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

No Build Condition
 09/24/2024

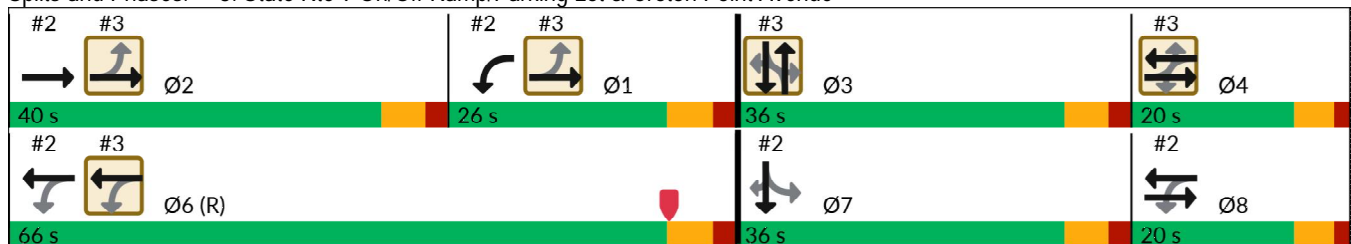


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							36.0	36.0		36.0	36.0	
Total Split (%)							29.5%	29.5%		29.5%	29.5%	
Maximum Green (s)							30.0	30.0		30.0	30.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		80.0			81.0			31.0			30.0	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	
v/c Ratio		0.18			0.42			1.44			0.08	
Control Delay (s/veh)		3.7			10.4			247.4			22.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		3.7			10.4			247.4			22.8	
LOS		A			B			F			C	
Approach Delay (s/veh)		3.7			10.4			247.4			22.8	
Approach LOS		A			B			F			C	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.44
Intersection Signal Delay (s/veh):	85.5
Intersection LOS:	F
Intersection Capacity Utilization:	76.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	24.0	20.0
Total Split (s)	26.0	40.0	20.0	66.0	36.0	20.0
Total Split (%)	21%	33%	16%	54%	30%	16%
Maximum Green (s)	20.0	34.0	15.0	60.0	30.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		8		20		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

No Build PM Conditions

No Build PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

No Build Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↕			↕	↗		↕	
Traffic Volume (vph)	0	190	8	216	78	5	4	1	557	7	0	2
Future Volume (vph)	0	190	8	216	78	5	4	1	557	7	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.99			0.99	0.99		0.98	
Fr _t		0.994			0.995			0.853	0.850		0.975	
Fl _t Protected				0.950	0.977			0.999			0.961	
Satd. Flow (prot)	0	1945	0	1553	1569	0	0	1288	1360	0	1800	0
Fl _t Permitted				0.601	0.757			0.997			0.279	
Satd. Flow (perm)	0	1945	0	976	1212	0	0	1284	1341	0	523	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					1			340	339		60	
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		184			180			390			531	
Travel Time (s)		5.0			4.1			13.3			14.5	
Confl. Peds. (#/hr)	19		7	7		19	20					20
Confl. Bikes (#/hr)			3			4			4			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	2%	3%	20%	50%	0%	0%	14%	0%	0%
Adj. Flow (vph)	0	232	10	263	95	6	5	1	679	9	0	2
Shared Lane Traffic (%)				34%					50%			
Lane Group Flow (vph)	0	242	0	174	190	0	0	346	339	0	11	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			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	20	100		20	100		20	100	20	20		100
Trailing Detector (ft)	0	0		0	0		0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6

No Build PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

No Build Condition
09/24/2024

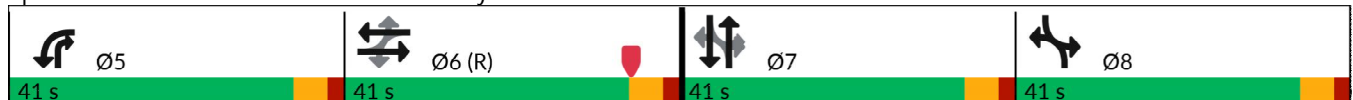


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA		pm+pt		NA		pm+pt		NA		pm+pt	
Protected Phases	6		5		6		8		7		5	
Permitted Phases	6		6		6		7		7		7	
Detector Phase	6		6		5		6		8		7	
Switch Phase												
Minimum Initial (s)	5.0		5.0		5.0		5.0		5.0		5.0	
Minimum Split (s)	31.0		31.0		11.0		31.0		31.0		11.0	
Total Split (s)	41.0		41.0		41.0		41.0		41.0		41.0	
Total Split (%)	25.0%		25.0%		25.0%		25.0%		25.0%		25.0%	
Maximum Green (s)	35.0		35.0		35.0		35.0		35.0		35.0	
Yellow Time (s)	4.0		4.0		4.0		4.0		4.0		4.0	
All-Red Time (s)	2.0		2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		6.0		6.0		6.0		6.0		6.0	
Lead/Lag	Lag		Lag		Lead		Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes		Yes		Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.5		3.0	
Recall Mode	C-Max		C-Max		None		C-Max		None		None	
Walk Time (s)	7.0		7.0		7.0		7.0		7.0		7.0	
Flash Don't Walk (s)	18.0		18.0		18.0		18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20		20		20		20		20		20	
Act Effct Green (s)	116.4		128.0		128.0		18.0		29.6		18.0	
Actuated g/C Ratio	0.71		0.78		0.78		0.11		0.18		0.11	
v/c Ratio	0.18		0.22		0.20		0.78		0.65		0.10	
Control Delay (s/veh)	10.3		4.8		4.7		19.3		10.1		1.8	
Queue Delay	0.0		0.6		1.5		0.0		0.0		0.0	
Total Delay (s/veh)	10.3		5.4		6.1		19.3		10.1		1.8	
LOS	B		A		A		B		B		A	
Approach Delay (s/veh)	10.3		5.8		5.8		14.8		14.8		1.8	
Approach LOS	B		A		A		B		B		A	

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 164
 Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay (s/veh): 11.3
 Intersection LOS: B
 Intersection Capacity Utilization 71.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue



No Build PM Peak Hour

No Build Condition

2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↑	↑↑
Traffic Volume (vph)	0	491	263	321	222	0	0	0	0	96	0	78
Future Volume (vph)	0	491	263	321	222	0	0	0	0	96	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Fr _t		0.948									0.989	0.850
Fl _t Protected					0.971						0.956	
Satd. Flow (prot)	0	3125	0	0	3181	0	0	0	0	0	1684	1542
Fl _t Permitted					0.524						0.956	
Satd. Flow (perm)	0	3125	0	0	1714	0	0	0	0	0	1682	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	18		7	7		18			1	1		
Confl. Bikes (#/hr)			6			2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	1%	3%	0%	0%	0%	0%	3%	0%	1%
Adj. Flow (vph)	0	571	306	373	258	0	0	0	0	112	0	91
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	877	0	0	631	0	0	0	0	0	121	82
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

No Build PM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

No Build Condition
 09/24/2024

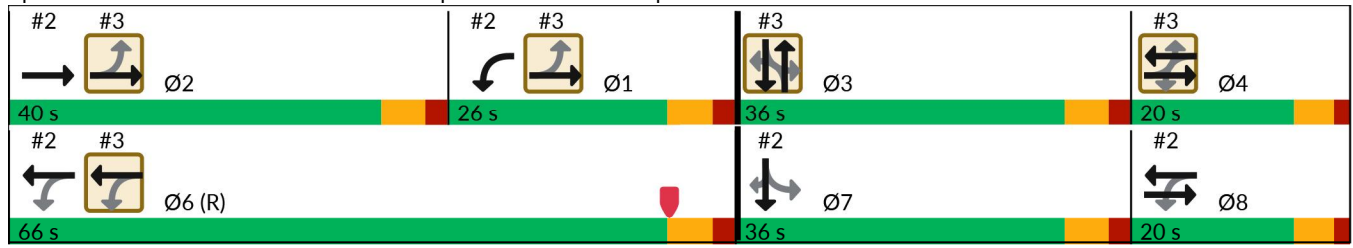


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA				Perm		NA	Perm
Protected Phases	2 8		1		6 8						7	7
Permitted Phases			6 8						7			7
Detector Phase	2 8		1		6 8				7		7	7
Switch Phase												
Minimum Initial (s)			5.0						5.0		5.0	5.0
Minimum Split (s)			22.0						24.0		24.0	24.0
Total Split (s)			26.0						36.0		36.0	36.0
Total Split (%)			21.3%						29.5%		29.5%	29.5%
Maximum Green (s)			20.0						30.0		30.0	30.0
Yellow Time (s)			4.0						4.0		4.0	4.0
All-Red Time (s)			2.0						2.0		2.0	2.0
Lost Time Adjust (s)											0.0	0.0
Total Lost Time (s)											6.0	6.0
Lead/Lag			Lag						Lead		Lead	Lead
Lead-Lag Optimize?			Yes						Yes		Yes	Yes
Vehicle Extension (s)			3.0						3.0		3.0	3.0
Recall Mode			None						None		None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	54.3				95.9						14.1	14.1
Actuated g/C Ratio	0.45				0.79						0.12	0.12
v/c Ratio	0.63				0.36						0.62	0.46
Control Delay (s/veh)	28.3				3.4						64.8	57.7
Queue Delay	4.2				0.2						0.0	0.0
Total Delay (s/veh)	32.5				3.7						64.8	57.7
LOS	C				A						E	E
Approach Delay (s/veh)	32.5				3.7						61.9	
Approach LOS	C				A						E	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.16
Intersection Signal Delay (s/veh):	25.4
Intersection LOS:	C
Intersection Capacity Utilization:	71.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	36.0	20.0	66.0	20.0
Total Split (%)	33%	30%	16%	54%	16%
Maximum Green (s)	34.0	30.0	15.0	60.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	7	1		18	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

No Build PM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

No Build Condition
 09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				↕
Traffic Volume (vph)	4	385	198	123	429	4	113	4	429	2	1	4
Future Volume (vph)	4	385	198	123	429	4	113	4	429	2	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			0.99				
Fr _t		0.949			0.999			0.894			0.923	
Fl _t Protected					0.989			0.990			0.986	
Satd. Flow (prot)	0	3098	0	0	3220	0	0	1660	0	0	1764	0
Fl _t Permitted		0.847			0.683			0.926			0.860	
Satd. Flow (perm)	0	2624	0	0	2223	0	0	1553	0	0	1538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		153			1			145			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	21		8	8		21			1	1		
Confl. Bikes (#/hr)			5			2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	410	211	131	456	4	120	4	456	2	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	625	0	0	591	0	0	580	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

No Build PM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

No Build Condition
 09/24/2024

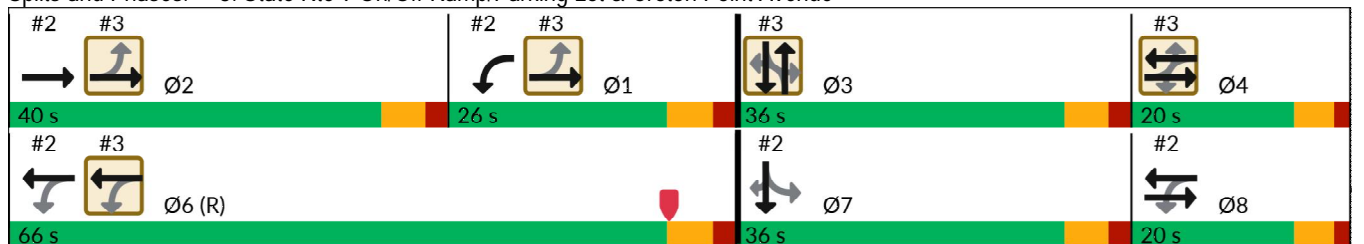


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							36.0	36.0		36.0	36.0	
Total Split (%)							29.5%	29.5%		29.5%	29.5%	
Maximum Green (s)							30.0	30.0		30.0	30.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							1	1		1	1	
Act Effct Green (s)		80.0			81.0			31.0			30.0	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	
v/c Ratio		0.35			0.40			1.16			0.02	
Control Delay (s/veh)		7.4			10.3			121.8			26.1	
Queue Delay		0.8			0.0			0.0			0.0	
Total Delay (s/veh)		8.1			10.3			121.8			26.1	
LOS		A			B			F			C	
Approach Delay (s/veh)		8.1			10.3			121.8			26.1	
Approach LOS		A			B			F			C	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.16
Intersection Signal Delay (s/veh):	45.5
Intersection LOS:	D
Intersection Capacity Utilization:	86.0%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	24.0	20.0
Total Split (s)	26.0	40.0	20.0	66.0	36.0	20.0
Total Split (%)	21%	33%	16%	54%	30%	16%
Maximum Green (s)	20.0	34.0	15.0	60.0	30.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		7		18		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

Build AM Conditions

Build AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Build Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↕			↕	↗		↕	
Traffic Volume (vph)	0	84	10	730	405	6	4	1	213	18	3	1
Future Volume (vph)	0	84	10	730	405	6	4	1	213	18	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99	0.99		1.00	
Fr _t		0.986			0.998			0.856	0.850		0.994	
Fl _t Protected				0.950	0.985			0.998			0.960	
Satd. Flow (prot)	0	1676	0	1569	1611	0	0	1254	1308	0	2066	0
Fl _t Permitted				0.690	0.859			0.992			0.586	
Satd. Flow (perm)	0	1676	0	1134	1403	0	0	1243	1292	0	1261	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								115	119		1	
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		243			180			390			531	
Travel Time (s)		6.6			4.1			13.3			14.5	
Confl. Peds. (#/hr)	23		3	3		23	27					27
Confl. Bikes (#/hr)			2			7			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	14%	44%	1%	2%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	92	11	802	445	7	4	1	234	20	3	1
Shared Lane Traffic (%)				25%					49%			
Lane Group Flow (vph)	0	103	0	601	653	0	0	120	119	0	24	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			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Build AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Build Condition
09/24/2024

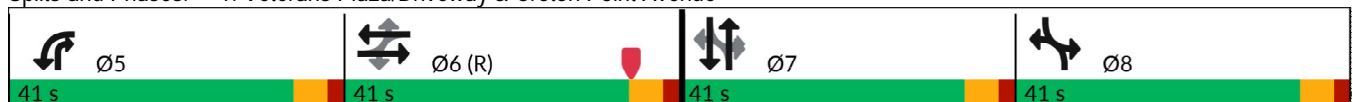


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA		pm+pt		NA		pm+pt		NA		pm+pt	
Protected Phases	6		5		6		8		7		5	
Permitted Phases	6		6		6		7		7		7	
Detector Phase	6		6		5		6		8		7	
Switch Phase												
Minimum Initial (s)	5.0		5.0		5.0		5.0		5.0		5.0	
Minimum Split (s)	31.0		31.0		11.0		31.0		31.0		11.0	
Total Split (s)	41.0		41.0		41.0		41.0		41.0		41.0	
Total Split (%)	25.0%		25.0%		25.0%		25.0%		25.0%		25.0%	
Maximum Green (s)	35.0		35.0		35.0		35.0		35.0		35.0	
Yellow Time (s)	4.0		4.0		4.0		4.0		4.0		4.0	
All-Red Time (s)	2.0		2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		6.0		6.0		6.0		6.0		6.0	
Lead/Lag	Lag		Lag		Lead		Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes		Yes		Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.5		3.0	
Recall Mode	C-Max		C-Max		None		C-Max		None		None	
Walk Time (s)	7.0		7.0		7.0		7.0		7.0		7.0	
Flash Don't Walk (s)	18.0		18.0		18.0		18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20		20		20		20		20		20	
Act Effct Green (s)	81.1		128.4		128.4		17.6		64.9		17.6	
Actuated g/C Ratio	0.49		0.78		0.78		0.11		0.40		0.11	
v/c Ratio	0.12		0.59		0.56		0.51		0.20		0.18	
Control Delay (s/veh)	23.6		8.2		7.8		18.9		4.9		63.0	
Queue Delay	0.0		11.3		11.2		0.0		0.0		0.0	
Total Delay (s/veh)	23.6		19.5		19.1		18.9		4.9		63.0	
LOS	C		B		B		B		A		E	
Approach Delay (s/veh)	23.6		19.3		19.3		11.9		11.9		63.0	
Approach LOS	C		B		B		B		B		E	

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 164
 Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay (s/veh): 19.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue



Build AM Peak Hour

Build Condition

2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓			↑↓						↑↓	↑↓
Traffic Volume (vph)	0	213	103	299	703	0	0	0	0	65	1	438
Future Volume (vph)	0	213	103	299	703	0	0	0	0	65	1	438
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00							
Fr _t		0.951									0.889	0.850
Fl _t Protected					0.985						0.987	
Satd. Flow (prot)	0	2973	0	0	3196	0	0	0	0	0	1560	1542
Fl _t Permitted					0.721						0.987	
Satd. Flow (perm)	0	2973	0	0	2332	0	0	0	0	0	1560	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	21		8	8		21						
Confl. Bikes (#/hr)			1			8						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	7%	1%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	0	229	111	322	756	0	0	0	0	70	1	471
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	0	340	0	0	1078	0	0	0	0	0	274	268
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94		94							94	
Detector 2 Size(ft)		6		6							6	

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

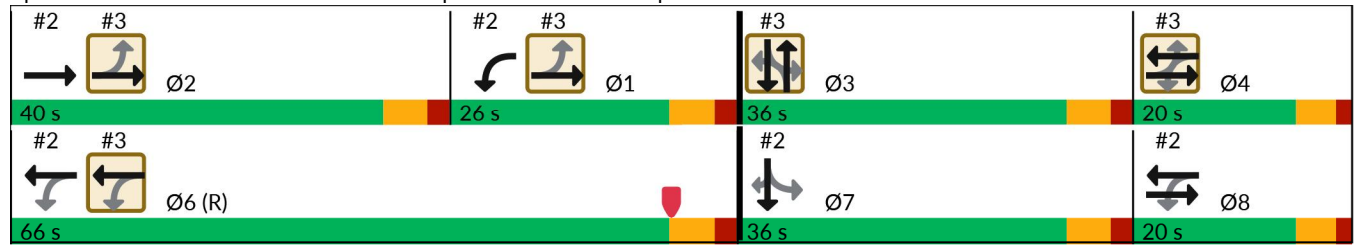


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA					Perm	NA	Perm
Protected Phases	2 8		1		6 8					7		
Permitted Phases			6 8					7			7	
Detector Phase	2 8		1		6 8					7	7	7
Switch Phase												
Minimum Initial (s)				5.0						5.0	5.0	5.0
Minimum Split (s)				22.0						32.0	32.0	32.0
Total Split (s)				26.0						36.0	36.0	36.0
Total Split (%)				21.3%						29.5%	29.5%	29.5%
Maximum Green (s)				20.0						30.0	30.0	30.0
Yellow Time (s)				4.0						4.0	4.0	4.0
All-Red Time (s)				2.0						2.0	2.0	2.0
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.0		
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?				Yes						Yes	Yes	Yes
Vehicle Extension (s)				3.0						3.0	3.0	3.0
Recall Mode				None						None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	58.3			84.3						25.7	25.7	
Actuated g/C Ratio	0.48			0.69						0.21	0.21	
v/c Ratio	0.24			0.61						0.84	0.83	
Control Delay (s/veh)	20.2			13.3						67.4	66.5	
Queue Delay	3.8			0.3						0.0	0.0	
Total Delay (s/veh)	23.9			13.5						67.4	66.5	
LOS	C			B						E	E	
Approach Delay (s/veh)	23.9			13.5						67.0		
Approach LOS	C			B						E		

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.44
Intersection Signal Delay (s/veh):	30.1
Intersection LOS:	C
Intersection Capacity Utilization:	76.6%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	36.0	20.0	66.0	20.0
Total Split (%)	33%	30%	16%	54%	16%
Maximum Green (s)	34.0	30.0	15.0	60.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0
Recall Mode	Max	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	8	0		20	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

Build AM Peak Hour
3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Build Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	3	208	72	55	676	4	305	1	182	6	4	12
Future Volume (vph)	3	208	72	55	676	4	305	1	182	6	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.99	
Fr _t		0.962			0.999			0.950			0.927	
Fl _t Protected					0.996			0.970			0.986	
Satd. Flow (prot)	0	2913	0	0	3187	0	0	1697	0	0	1290	0
Fl _t Permitted		0.864			0.893			0.796			0.917	
Satd. Flow (perm)	0	2517	0	0	2857	0	0	1391	0	0	1200	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			1			24			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	25		4	4		25	1					1
Confl. Bikes (#/hr)			3			8						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	8%	10%	7%	2%	33%	2%	0%	8%	0%	0%	67%
Adj. Flow (vph)	3	229	79	60	743	4	335	1	200	7	4	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	807	0	0	536	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

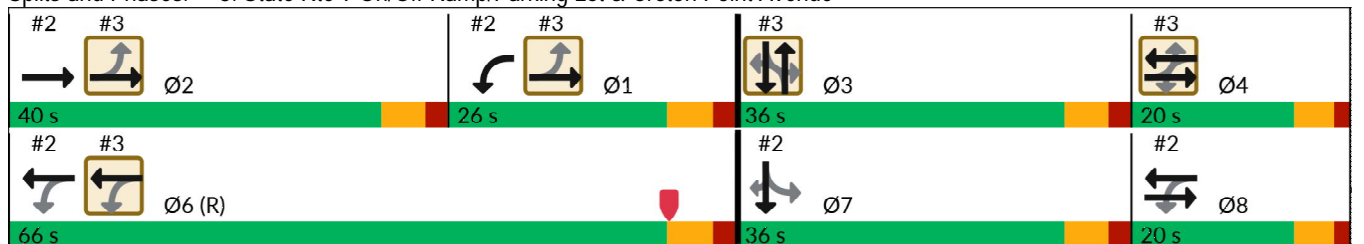


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							36.0	36.0		36.0	36.0	
Total Split (%)							29.5%	29.5%		29.5%	29.5%	
Maximum Green (s)							30.0	30.0		30.0	30.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		80.0			81.0			31.0			30.0	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	
v/c Ratio		0.19			0.43			1.44			0.08	
Control Delay (s/veh)		3.5			10.4			248.0			22.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		3.5			10.4			248.0			22.8	
LOS		A			B			F			C	
Approach Delay (s/veh)		3.5			10.4			248.0			22.8	
Approach LOS		A			B			F			C	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.44
Intersection Signal Delay (s/veh):	85.2
Intersection LOS:	F
Intersection Capacity Utilization:	76.8%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	32.0	20.0
Total Split (s)	26.0	40.0	20.0	66.0	36.0	20.0
Total Split (%)	21%	33%	16%	54%	30%	16%
Maximum Green (s)	20.0	34.0	15.0	60.0	30.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		8		20		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

Build PM Conditions

Build PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Build Condition
09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↕			↕	↗		↕	
Traffic Volume (vph)	1	190	8	221	78	18	7	3	564	11	2	1
Future Volume (vph)	1	190	8	221	78	18	7	3	564	11	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.99			0.98	0.99		0.99	
Fr _t		0.994			0.984			0.856	0.850		0.992	
Fl _t Protected				0.950	0.980			0.999			0.961	
Satd. Flow (prot)	0	1945	0	1553	1526	0	0	1285	1360	0	1852	0
Fl _t Permitted				0.611	0.779			0.993			0.213	
Satd. Flow (perm)	0	1944	0	993	1210	0	0	1275	1341	0	410	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					5			337	351		1	
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		184			180			390			531	
Travel Time (s)		5.0			4.1			13.3			14.5	
Confl. Peds. (#/hr)	19		7	7		19	20					20
Confl. Bikes (#/hr)			3			4			4			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	2%	3%	20%	50%	0%	0%	14%	0%	0%
Adj. Flow (vph)	1	232	10	270	95	22	9	4	688	13	2	1
Shared Lane Traffic (%)				31%					49%			
Lane Group Flow (vph)	0	243	0	186	201	0	0	350	351	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Build PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Build Condition
09/24/2024

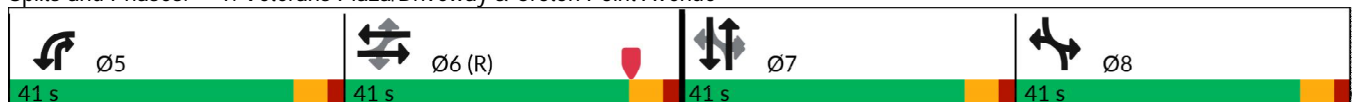


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	6			5	6		8	7	5	8	7	
Permitted Phases	6			6			7		7	7		
Detector Phase	6	6		5	6		8	7	5	8	7	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.0	31.0		11.0	31.0		31.0	31.0	11.0	31.0	31.0	
Total Split (s)	41.0	41.0		41.0	41.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0		0.0		0.0	0.0		
Total Lost Time (s)	6.0			6.0	6.0		6.0		6.0	6.0		
Lead/Lag	Lag	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.0	3.0	3.5	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0			7.0		7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0			18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20	20		20			20		20		20	
Act Effct Green (s)	114.7			127.6	127.6		18.4	31.3	18.4		18.4	
Actuated g/C Ratio	0.70			0.78	0.78		0.11	0.19	0.11		0.11	
v/c Ratio	0.18			0.23	0.21		0.79	0.65	0.35		0.35	
Control Delay (s/veh)	11.1			5.0	4.8		20.7	9.6	78.9		78.9	
Queue Delay	0.0			0.7	1.6		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	11.1			5.7	6.4		20.7	9.6	78.9		78.9	
LOS	B			A	A		C	A	E		E	
Approach Delay (s/veh)	11.1			6.0			15.2		78.9		78.9	
Approach LOS	B			A			B		E		E	

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 164
 Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 12.6 Intersection LOS: B
 Intersection Capacity Utilization 71.9% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue

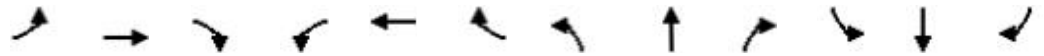


Build PM Peak Hour

Build Condition

2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

09/24/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↓	↑↓
Traffic Volume (vph)	0	497	268	321	236	0	0	0	0	96	0	81
Future Volume (vph)	0	497	268	321	236	0	0	0	0	96	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Fr _t		0.947									0.989	0.850
Fl _t Protected					0.972						0.956	
Satd. Flow (prot)	0	3122	0	0	3183	0	0	0	0	0	1684	1542
Fl _t Permitted					0.523						0.956	
Satd. Flow (perm)	0	3122	0	0	1710	0	0	0	0	0	1682	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	18		7	7		18			1	1		
Confl. Bikes (#/hr)			6			2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	1%	3%	0%	0%	0%	0%	3%	0%	1%
Adj. Flow (vph)	0	578	312	373	274	0	0	0	0	112	0	94
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	890	0	0	647	0	0	0	0	0	121	85
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

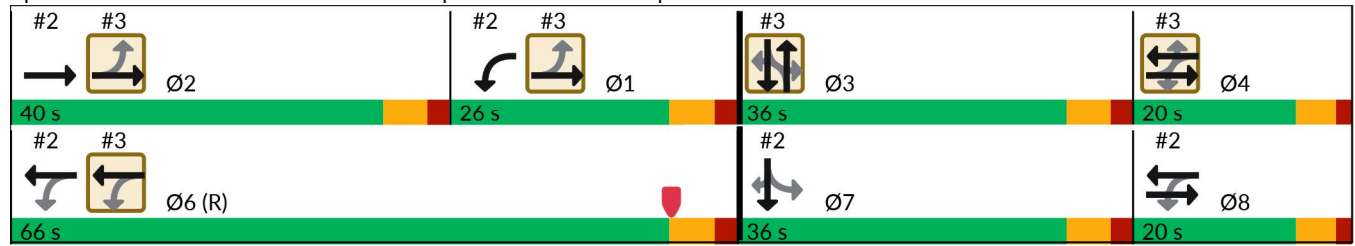


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA				Perm	NA	Perm	
Protected Phases	2 8		1		6 8					7	7	
Permitted Phases			6 8							7	7	7
Detector Phase	2 8		1		6 8					7	7	7
Switch Phase												
Minimum Initial (s)			5.0						5.0	5.0	5.0	
Minimum Split (s)			22.0						31.0	31.0	31.0	
Total Split (s)			26.0						36.0	36.0	36.0	
Total Split (%)			21.3%						29.5%	29.5%	29.5%	
Maximum Green (s)			20.0						30.0	30.0	30.0	
Yellow Time (s)			4.0						4.0	4.0	4.0	
All-Red Time (s)			2.0						2.0	2.0	2.0	
Lost Time Adjust (s)											0.0	0.0
Total Lost Time (s)											6.0	6.0
Lead/Lag			Lag						Lead	Lead	Lead	
Lead-Lag Optimize?			Yes						Yes	Yes	Yes	
Vehicle Extension (s)			3.0						3.0	3.0	3.0	
Recall Mode			None						None	None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	54.4				95.9					14.1	14.1	
Actuated g/C Ratio	0.45				0.79					0.12	0.12	
v/c Ratio	0.64				0.37					0.62	0.48	
Control Delay (s/veh)	28.4				3.5					64.8	58.4	
Queue Delay	4.9				0.2					0.0	0.0	
Total Delay (s/veh)	33.3				3.8					64.8	58.4	
LOS	C				A					E	E	
Approach Delay (s/veh)	33.3				3.8					62.1		
Approach LOS	C				A					E		

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.19
Intersection Signal Delay (s/veh):	25.7
Intersection LOS:	C
Intersection Capacity Utilization:	72.0%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	36.0	20.0	66.0	20.0
Total Split (%)	33%	30%	16%	54%	16%
Maximum Green (s)	34.0	30.0	15.0	60.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	0.2
Recall Mode	None	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	7	1		18	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Future Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			0.99				
Fr _t		0.949			0.999			0.895			0.923	
Fl _t Protected					0.989			0.989			0.986	
Satd. Flow (prot)	0	3098	0	0	3220	0	0	1659	0	0	1764	0
Fl _t Permitted		0.847			0.683			0.922			0.863	
Satd. Flow (perm)	0	2624	0	0	2222	0	0	1547	0	0	1544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		153			1			136			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	21		8	8		21			1	1		
Confl. Bikes (#/hr)			5			2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	414	213	131	463	4	129	4	456	2	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	631	0	0	598	0	0	589	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

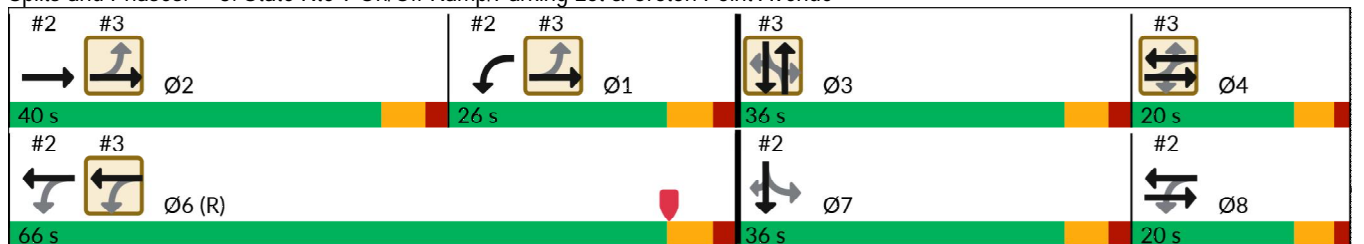


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							36.0	36.0		36.0	36.0	
Total Split (%)							29.5%	29.5%		29.5%	29.5%	
Maximum Green (s)							30.0	30.0		30.0	30.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							1	1		1	1	
Act Effct Green (s)		80.0			81.0			31.0			30.0	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	
v/c Ratio		0.36			0.41			1.19			0.02	
Control Delay (s/veh)		7.3			10.4			136.5			26.1	
Queue Delay		0.8			0.0			0.0			0.0	
Total Delay (s/veh)		8.1			10.4			136.5			26.1	
LOS		A			B			F			C	
Approach Delay (s/veh)		8.1			10.4			136.5			26.1	
Approach LOS		A			B			F			C	

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.19
Intersection Signal Delay (s/veh):	50.4
Intersection LOS:	D
Intersection Capacity Utilization:	86.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	31.0	20.0
Total Split (s)	26.0	40.0	20.0	66.0	36.0	20.0
Total Split (%)	21%	33%	16%	54%	30%	16%
Maximum Green (s)	20.0	34.0	15.0	60.0	30.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	0.2
Recall Mode	None	None	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		7		18		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

Mitigation Build AM Conditions

Mitigation Build AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Mitigation Build Condition
09/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↕			↕	↖		↕	
Traffic Volume (vph)	0	84	10	730	405	6	4	1	213	18	3	1
Future Volume (vph)	0	84	10	730	405	6	4	1	213	18	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99	0.99		1.00	
Fr _t		0.986			0.998			0.856	0.850		0.994	
Fl _t Protected				0.950	0.985			0.998			0.960	
Satd. Flow (prot)	0	1676	0	1569	1611	0	0	1254	1308	0	2066	0
Fl _t Permitted				0.690	0.859			0.992			0.586	
Satd. Flow (perm)	0	1676	0	1134	1403	0	0	1243	1292	0	1261	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								115	119		1	
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		243			180			390			531	
Travel Time (s)		6.6			4.1			13.3			14.5	
Confl. Peds. (#/hr)	23		3	3		23	27					27
Confl. Bikes (#/hr)			2			7			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	14%	44%	1%	2%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	92	11	802	445	7	4	1	234	20	3	1
Shared Lane Traffic (%)				25%					49%			
Lane Group Flow (vph)	0	103	0	601	653	0	0	120	119	0	24	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			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Mitigation Build AM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Mitigation Build Condition
09/25/2024

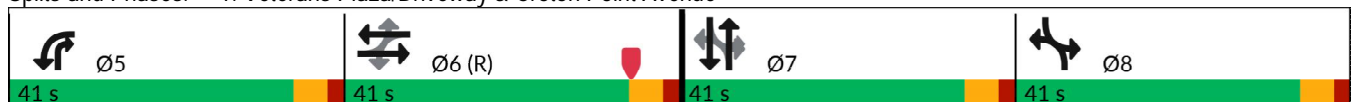


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA			pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	6			5	6		8	7	5	8	7	
Permitted Phases	6			6			7		7	7		
Detector Phase	6	6		5	6		8	7	5	8	7	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.0	31.0		11.0	31.0		31.0	31.0	11.0	31.0	31.0	
Total Split (s)	41.0	41.0		41.0	41.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0		0.0		0.0	0.0		
Total Lost Time (s)	6.0			6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.0	3.0	3.5	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0			7.0		7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0			18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20	20		20			20		20		20	
Act Effct Green (s)	81.1			128.4	128.4		17.6	64.9	17.6			
Actuated g/C Ratio	0.49			0.78	0.78		0.11	0.40	0.11			
v/c Ratio	0.12			0.59	0.56		0.51	0.20	0.18			
Control Delay (s/veh)	23.6			8.2	7.8		18.9	4.9	63.0			
Queue Delay	0.0			11.3	11.2		0.0	0.0	0.0			
Total Delay (s/veh)	23.6			19.5	19.1		18.9	4.9	63.0			
LOS	C			B	B		B	A	E			
Approach Delay (s/veh)	23.6			19.3			11.9		63.0			
Approach LOS	C			B			B		E			

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 164
 Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay (s/veh): 19.1 Intersection LOS: B
 Intersection Capacity Utilization 63.3% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue



Mitigation Build AM Peak Hour

Mitigation Build Condition

2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

09/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓			↑↓						↑↓	↑↓
Traffic Volume (vph)	0	213	103	299	703	0	0	0	0	65	1	438
Future Volume (vph)	0	213	103	299	703	0	0	0	0	65	1	438
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00							
Fr _t		0.951									0.889	0.850
Fl _t Protected					0.985						0.987	
Satd. Flow (prot)	0	2973	0	0	3196	0	0	0	0	0	1560	1542
Fl _t Permitted					0.724						0.987	
Satd. Flow (perm)	0	2973	0	0	2341	0	0	0	0	0	1560	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	21		8	8		21						
Confl. Bikes (#/hr)			1			8						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	7%	1%	0%	0%	0%	0%	9%	0%	1%
Adj. Flow (vph)	0	229	111	322	756	0	0	0	0	70	1	471
Shared Lane Traffic (%)												43%
Lane Group Flow (vph)	0	340	0	0	1078	0	0	0	0	0	274	268
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

Mitigation Build AM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

Mitigation Build Condition
 09/25/2024

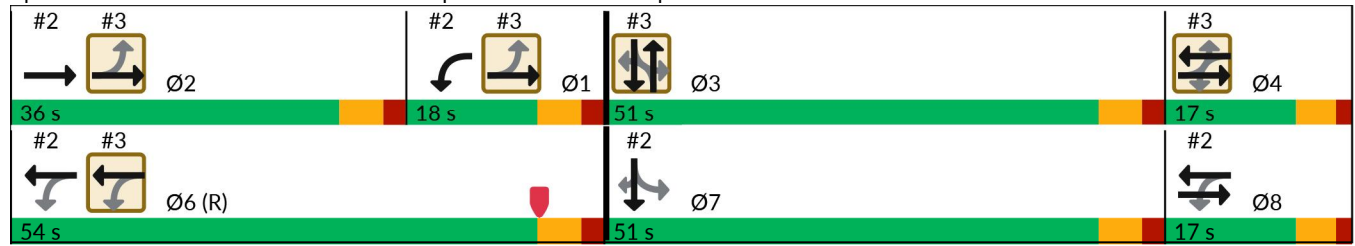


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA					Perm	NA	Perm
Protected Phases	2 8		1		6 8					7		7
Permitted Phases			6 8					7			7	
Detector Phase	2 8		1		6 8					7	7	7
Switch Phase												
Minimum Initial (s)				5.0						5.0	5.0	5.0
Minimum Split (s)				22.0						32.0	32.0	32.0
Total Split (s)				18.0						51.0	51.0	51.0
Total Split (%)				14.8%						41.8%	41.8%	41.8%
Maximum Green (s)				12.0						45.0	45.0	45.0
Yellow Time (s)				4.0						4.0	4.0	4.0
All-Red Time (s)				2.0						2.0	2.0	2.0
Lost Time Adjust (s)										0.0		0.0
Total Lost Time (s)										6.0		6.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?				Yes						Yes	Yes	Yes
Vehicle Extension (s)				3.0						3.0	3.0	3.0
Recall Mode				None						None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	64.1			82.1						27.9	27.9	
Actuated g/C Ratio	0.53			0.67						0.23	0.23	
v/c Ratio	0.22			0.65						0.77	0.76	
Control Delay (s/veh)	17.2			10.7						57.8	57.4	
Queue Delay	2.7			0.1						0.0	0.0	
Total Delay (s/veh)	20.0			10.8						57.8	57.4	
LOS	B			B						E	E	
Approach Delay (s/veh)	20.0			10.8						57.6		
Approach LOS	B			B						E		

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay (s/veh):	25.3
Intersection LOS:	C
Intersection Capacity Utilization:	76.6%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	36.0	51.0	17.0	54.0	17.0
Total Split (%)	30%	42%	14%	44%	14%
Maximum Green (s)	30.0	45.0	12.0	48.0	12.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0
Recall Mode	Max	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	8	0		20	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

Mitigation Build AM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Mitigation Build Condition
 09/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	3	208	72	55	676	4	305	1	182	6	4	12
Future Volume (vph)	3	208	72	55	676	4	305	1	182	6	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%			-2%			-4%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00			0.99	
Fr _t		0.962			0.999			0.950			0.927	
Fl _t Protected					0.996			0.970			0.986	
Satd. Flow (prot)	0	2912	0	0	3187	0	0	1697	0	0	1290	0
Fl _t Permitted		0.861			0.892			0.796			0.877	
Satd. Flow (perm)	0	2507	0	0	2854	0	0	1391	0	0	1148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			1			28			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	25		4	4		25	1					1
Confl. Bikes (#/hr)			3			8						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	8%	10%	7%	2%	33%	2%	0%	8%	0%	0%	67%
Adj. Flow (vph)	3	229	79	60	743	4	335	1	200	7	4	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	807	0	0	536	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Mitigation Build AM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Mitigation Build Condition
 09/25/2024

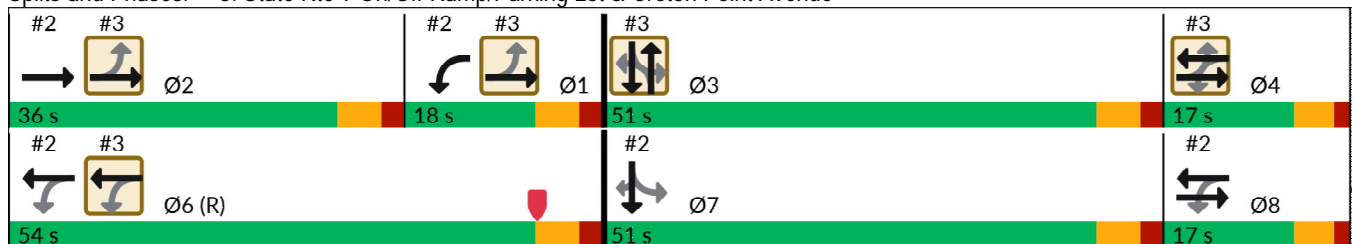


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							51.0	51.0		51.0	51.0	
Total Split (%)							41.8%	41.8%		41.8%	41.8%	
Maximum Green (s)							45.0	45.0		45.0	45.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		65.0			66.0			46.0			45.0	
Actuated g/C Ratio		0.53			0.54			0.38			0.37	
v/c Ratio		0.23			0.52			0.99			0.06	
Control Delay (s/veh)		9.8			19.4			72.9			15.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.8			19.4			72.9			15.9	
LOS		A			B			E			B	
Approach Delay (s/veh)		9.8			19.4			72.9			15.9	
Approach LOS		A			B			E			B	

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 122
 Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay (s/veh): 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 76.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	32.0	20.0
Total Split (s)	18.0	36.0	17.0	54.0	51.0	17.0
Total Split (%)	15%	30%	14%	44%	42%	14%
Maximum Green (s)	12.0	30.0	12.0	48.0	45.0	12.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		8		20		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						

Mitigation Build PM Conditions

Mitigation Build PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Mitigation Build Condition
09/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↕			↕	↗		↕	
Traffic Volume (vph)	1	190	8	221	78	18	7	3	564	11	2	1
Future Volume (vph)	1	190	8	221	78	18	7	3	564	11	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	10	10	8	8	9	10	8	16	8
Grade (%)		3%			2%			10%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.99			0.98	0.99		0.99	
Fr _t		0.994			0.984			0.856	0.850		0.992	
Fl _t Protected				0.950	0.980			0.999			0.961	
Satd. Flow (prot)	0	1945	0	1553	1526	0	0	1285	1360	0	1852	0
Fl _t Permitted				0.611	0.779			0.993			0.213	
Satd. Flow (perm)	0	1944	0	993	1210	0	0	1275	1341	0	410	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					5			337	351		1	
Link Speed (mph)		25			30			20			25	
Link Distance (ft)		184			180			390			531	
Travel Time (s)		5.0			4.1			13.3			14.5	
Confl. Peds. (#/hr)	19		7	7		19	20					20
Confl. Bikes (#/hr)			3			4			4			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	2%	3%	20%	50%	0%	0%	14%	0%	0%
Adj. Flow (vph)	1	232	10	270	95	22	9	4	688	13	2	1
Shared Lane Traffic (%)				31%					49%			
Lane Group Flow (vph)	0	243	0	186	201	0	0	350	351	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.94	1.02	1.11	1.11	1.22	1.28	1.22	1.17	1.19	0.84	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	20	100		20	100		20	100	20	20		100
Trailing Detector (ft)	0	0		0	0		0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		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)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6

Mitigation Build PM Peak Hour
1: Veterans Plaza/Driveway & Croton Point Avenue

Mitigation Build Condition
09/25/2024

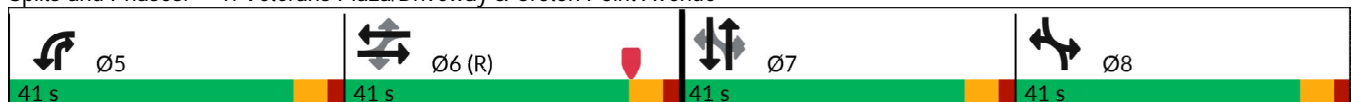


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	6			5	6		8	7	5	8	7	
Permitted Phases	6			6			7		7	7		
Detector Phase	6	6		5	6		8	7	5	8	7	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.0	31.0		11.0	31.0		31.0	31.0	11.0	31.0	31.0	
Total Split (s)	41.0	41.0		41.0	41.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0		0.0		0.0	0.0		
Total Lost Time (s)	6.0			6.0	6.0		6.0		6.0	6.0		
Lead/Lag	Lag	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.0	3.0	3.5	
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0			7.0		7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0			18.0		18.0		18.0	
Pedestrian Calls (#/hr)	20	20		20			20		20		20	
Act Effct Green (s)	114.7			127.6	127.6		18.4	31.3	18.4		18.4	
Actuated g/C Ratio	0.70			0.78	0.78		0.11	0.19	0.11		0.11	
v/c Ratio	0.18			0.23	0.21		0.79	0.65	0.35		0.35	
Control Delay (s/veh)	11.1			5.0	4.8		20.7	9.6	78.9		78.9	
Queue Delay	0.0			0.7	1.6		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	11.1			5.7	6.4		20.7	9.6	78.9		78.9	
LOS	B			A	A		C	A	E		E	
Approach Delay (s/veh)	11.1			6.0			15.2		78.9		78.9	
Approach LOS	B			A			B		E		E	

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 164
 Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 12.6 Intersection LOS: B
 Intersection Capacity Utilization 71.9% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue

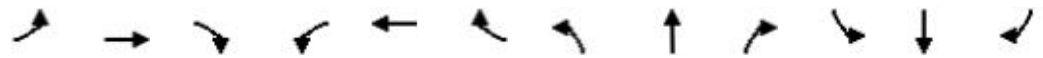


Mitigation Build PM Peak Hour

Mitigation Build Condition

2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

09/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↑	↑↑
Traffic Volume (vph)	0	497	268	321	236	0	0	0	0	96	0	81
Future Volume (vph)	0	497	268	321	236	0	0	0	0	96	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			2%			-1%			-3%	
Storage Length (ft)	0		0	0		0	0		0	0		288
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Fr _t		0.947									0.989	0.850
Fl _t Protected					0.972						0.956	
Satd. Flow (prot)	0	3122	0	0	3183	0	0	0	0	0	1684	1542
Fl _t Permitted					0.516						0.956	
Satd. Flow (perm)	0	3122	0	0	1687	0	0	0	0	0	1683	1542
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			397			707			906	
Travel Time (s)		4.1			9.0			16.1			20.6	
Confl. Peds. (#/hr)	18		7	7		18			1	1		
Confl. Bikes (#/hr)			6			2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	1%	3%	0%	0%	0%	0%	3%	0%	1%
Adj. Flow (vph)	0	578	312	373	274	0	0	0	0	112	0	94
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	890	0	0	647	0	0	0	0	0	121	85
Enter Blocked Intersection	No	No	No	No	No	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	1.09	1.09	1.09	1.11	1.11	1.11	0.99	0.99	0.99	0.98	0.98	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	

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

Mitigation Build PM Peak Hour
 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue

Mitigation Build Condition
 09/25/2024

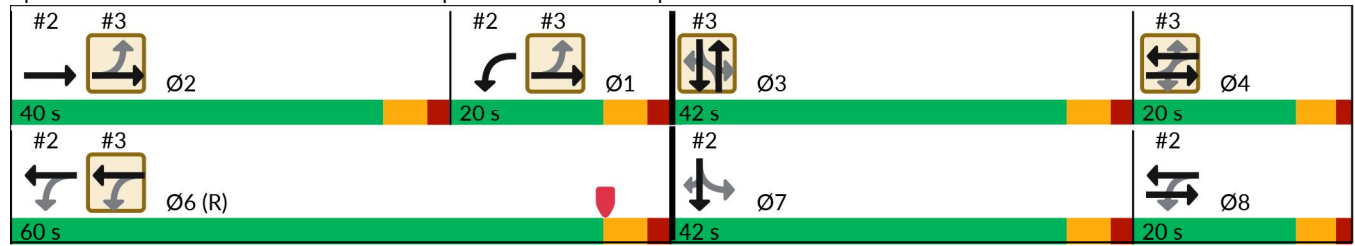


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex						Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0						0.0		
Turn Type	NA		pm+pt		NA					Perm	NA	Perm
Protected Phases	2 8		1		6 8					7		7
Permitted Phases			6 8							7		7
Detector Phase	2 8		1		6 8					7	7	7
Switch Phase												
Minimum Initial (s)			5.0							5.0	5.0	5.0
Minimum Split (s)			22.0							31.0	31.0	31.0
Total Split (s)			20.0							42.0	42.0	42.0
Total Split (%)			16.4%							34.4%	34.4%	34.4%
Maximum Green (s)			14.0							36.0	36.0	36.0
Yellow Time (s)			4.0							4.0	4.0	4.0
All-Red Time (s)			2.0							2.0	2.0	2.0
Lost Time Adjust (s)										0.0		0.0
Total Lost Time (s)										6.0		6.0
Lead/Lag			Lag							Lead	Lead	Lead
Lead-Lag Optimize?			Yes							Yes	Yes	Yes
Vehicle Extension (s)			3.0							3.0	3.0	3.0
Recall Mode			None							None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	59.8			95.9						14.1		14.1
Actuated g/C Ratio	0.49			0.79						0.12		0.12
v/c Ratio	0.58			0.38						0.62		0.48
Control Delay (s/veh)	23.9			3.6						64.6		58.3
Queue Delay	2.7			0.2						0.0		0.0
Total Delay (s/veh)	26.6			3.8						64.6		58.3
LOS	C			A						E		E
Approach Delay (s/veh)	26.6			3.8						62.0		
Approach LOS	C			A						E		

Intersection Summary

Area Type:	Other
Cycle Length:	122
Actuated Cycle Length:	122
Offset:	95 (78%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay (s/veh):	22.3
Intersection LOS:	C
Intersection Capacity Utilization:	72.0%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: State Rte 9 On Ramp/State Rte 9 Off Ramp & Croton Point Avenue



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type					
Protected Phases	2	3	4	6	8
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	31.0	31.0	20.0	31.0	20.0
Total Split (s)	40.0	42.0	20.0	60.0	20.0
Total Split (%)	33%	34%	16%	49%	16%
Maximum Green (s)	34.0	36.0	15.0	54.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	3.0	3.0	3.0	0.2
Recall Mode	None	None	None	C-Max	None
Walk Time (s)	7.0	7.0		7.0	
Flash Don't Walk (s)	18.0	18.0		18.0	
Pedestrian Calls (#/hr)	7	1		18	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Intersection Summary					

Mitigation Build PM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Mitigation Build Condition
 09/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Future Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		3%			5%				-2%			-4%
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			0.99				
Frt		0.949			0.999			0.895			0.923	
Flt Protected					0.989			0.989			0.986	
Satd. Flow (prot)	0	3097	0	0	3220	0	0	1659	0	0	1764	0
Flt Permitted		0.846			0.681			0.922			0.921	
Satd. Flow (perm)	0	2620	0	0	2216	0	0	1547	0	0	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134			1			145			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			257			535			125	
Travel Time (s)		9.0			5.8			12.2			2.8	
Confl. Peds. (#/hr)	21		8	8		21			1	1		
Confl. Bikes (#/hr)			5			2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	414	213	131	463	4	129	4	456	2	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	631	0	0	598	0	0	589	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.11	1.02	1.13	1.13	1.03	0.99	0.99	0.99	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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

Mitigation Build PM Peak Hour
 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue

Mitigation Build Condition
 09/25/2024

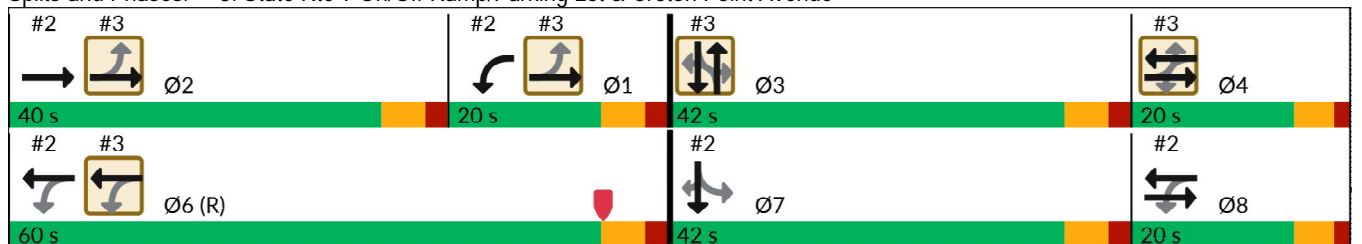


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1 2 4			4 6			3				3
Permitted Phases	1 2 4			4 6			3			3		
Detector Phase	1 2 4	1 2 4		4 6	4 6		3	3		3		3
Switch Phase												
Minimum Initial (s)							5.0	5.0		5.0	5.0	
Minimum Split (s)							31.0	31.0		31.0	31.0	
Total Split (s)							42.0	42.0		42.0	42.0	
Total Split (%)							34.4%	34.4%		34.4%	34.4%	
Maximum Green (s)							36.0	36.0		36.0	36.0	
Yellow Time (s)							4.0	4.0		4.0	4.0	
All-Red Time (s)							2.0	2.0		2.0	2.0	
Lost Time Adjust (s)								-1.0			0.0	
Total Lost Time (s)								5.0			6.0	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Recall Mode							None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							1	1		1	1	
Act Effct Green (s)		74.0			75.0			37.0			36.0	
Actuated g/C Ratio		0.61			0.61			0.30			0.30	
v/c Ratio		0.38			0.44			1.03			0.01	
Control Delay (s/veh)		11.8			13.6			78.5			22.9	
Queue Delay		0.8			0.0			0.0			0.0	
Total Delay (s/veh)		12.5			13.6			78.5			22.9	
LOS		B			B			E			C	
Approach Delay (s/veh)		12.5			13.6			78.5			22.9	
Approach LOS		B			B			E			C	

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 122
 Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay (s/veh): 34.2
 Intersection LOS: C
 Intersection Capacity Utilization 86.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



Lane Group	Ø1	Ø2	Ø4	Ø6	Ø7	Ø8
Turn Type						
Protected Phases	1	2	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	22.0	31.0	20.0	31.0	31.0	20.0
Total Split (s)	20.0	40.0	20.0	60.0	42.0	20.0
Total Split (%)	16%	33%	16%	49%	34%	16%
Maximum Green (s)	14.0	34.0	15.0	54.0	36.0	15.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.5	3.0	3.0	3.0	0.2
Recall Mode	None	None	None	C-Max	None	None
Walk Time (s)		7.0		7.0		
Flash Don't Walk (s)		18.0		18.0		
Pedestrian Calls (#/hr)		7		18		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Intersection Summary						