Kimley»Horn
New York

MEMORANDUM

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

From: John Canning, P.E.
Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

Date: October 16, 2024

Subject: 1-3 Croton Point Avenue
Village of Croton-on-Hudson, New York

Kimley-Horn prepared this Memorandum to respond to comments provided by AKRF, Inc. (transmitted on October 4, 2024) on the 1-3 Croton Point Avenue. AKRF's comments are in response to the following documents provided by the Applicant for a proposed residential building at the above property.

- September 24, 2024, Response to Planning Board Comments Letter from Kimley-Horn Engineering and Landscape Architecture
- September 25, 204, Traffic Impact Study prepared by Kimley-Horn Engineering and Landscape Architecture

The comments (numbered per AKRF's document) and responses are provided below.

a) Comment: The collected traffic count data should be included as part of the appendix of TIS so that the peak hours and traffic volumes presented in the TIS can be verified.

Response: All traffic counts have been provided. Please see the attached.

b) Comment: The requested changes have been made in the September 27, 2024 FEAF with regard to (1) identifying the Croton Point Avenue and Route 9/9A Northbound ramps as an intersection that could experience traffic impacts and (2) updating the ITE Land Use code and respective trip generation numbers to be based on the ITE data for ITE Land Use 221 "Multifamily Housing (Mid-Rise)".

Response: No further comment.

c) Comment: The Applicant has not eliminated the eastern one-way site driveway along Croton Point Avenue as recommended based on input from the Croton Harmon Union Free School District Transportation Director. The TIS has conservatively assumed that all project-generated traffic would only utilize the main central driveway (and not the eastern one-way site driveway) to enter and exit the site.

Response: The Applicant is working through this concept as a part of the site plan review to confirm the best configuration.

e) Comment: Select a tree species for this location that will leaf out above line of sight to minimize its potential impact on motorists. This criteria for tree species should apply to all trees on-site adjacent to any parking spaces and/or parking aisles where sight lines may be impeded by trees.

Response: Comment noted. This criterion will apply to all trees on-site where sight lines may be impeded by said trees.

f) Comment: The Applicant has relocated the surface parking space adjacent to the garage entrance to the northern parking lot as requested.

Response: No further response.

g) Comment: As trash would be picked up from the trash room (and not an outdoor dumpster) the turning path analysis drawing for the garbage truck should be modified to show how the garbage truck would maneuver to and from the loading dock/trash room door so that the truck's rear is facing the loading dock. Similarly, the turning path analysis drawing for the SU-40 truck should show how the truck would maneuver to and from the loading dock door so that the truck's rear is facing the loading dock.

Response: The garbage and delivery trucks cannot reverse fully to the loading dock/trash room door without eliminating parking. The garbage and delivery trucks are available only a few days a week. The garbage dumpster will be rolled out of the building on wheels and turned so it can be emptied into garbage truck. Deliveries will be taken off the back of delivery trucks, turned and brought into the building, where they will have to be turned again multiple times to be delivered to their destination. See revised truck turning.

1. Comment: The turning path analysis drawings for the garbage truck and SU-40 truck should be modified to show how the garbage and SU-40 trucks would maneuver to and from the loading dock/trash room door so that the truck's rear is facing the loading dock.

Response: Responses to the turning path analysis are addressed above.

2. Comment: The turning path analysis drawing for the passenger car/delivery van shows these vehicles utilizing the eastern driveway, which is being proposed for school bus and emergency vehicle use only. This drawing should be revised if the eastern driveway is indeed for school bus and emergency vehicle use only.

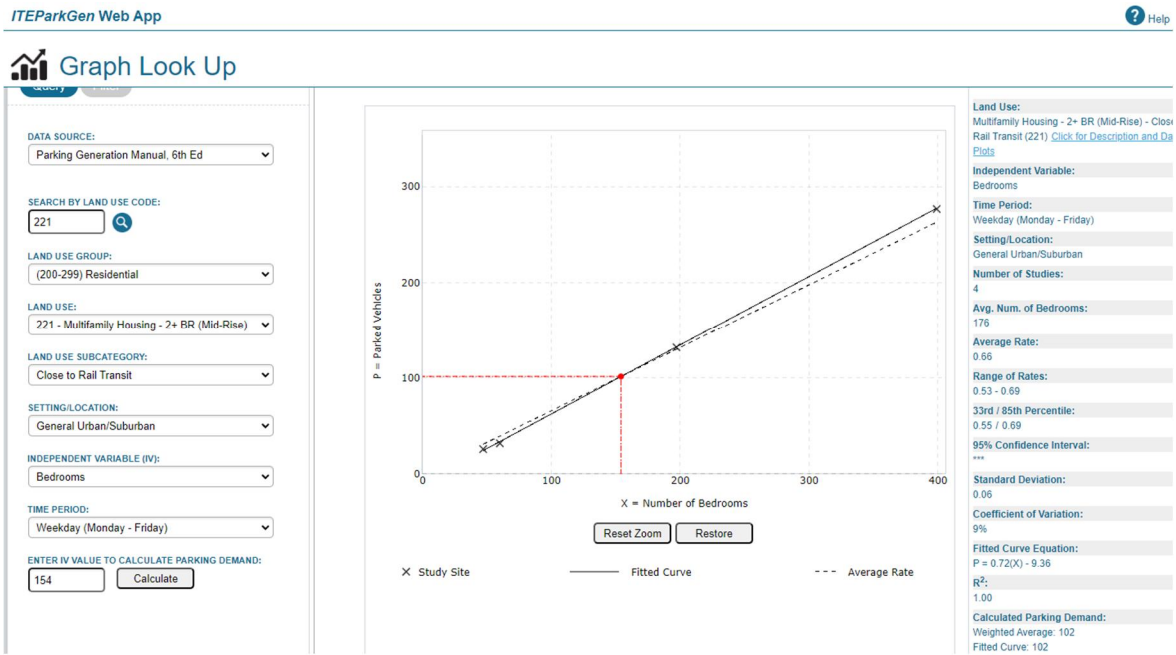
Response: The Applicant is working through this concept as a part of the site plan review to confirm the best configuration. The front of building turning analysis has been modified to show what it would look like if the eastern driveway were closed.

3. Comment: The Village Manager clarified that the current parking count in Lot A is 122 spaces, not 134. This number should be verified and the revised TIS should update any references to the current capacity of Lot A accordingly.

Response: As indicated in the AKRF memo, dated August 31, 2022, there were 134 spaces in Lot A. However, the Village Manager has indicated that the Village terminated its lease of the spaces on DOT property next to the railroad, and the Village currently has 122 spaces in Lot A. As previously indicated in Kimley-Horn memo, dated September 13, 2024, these spaces will be eliminated but were more than compensated for by the addition of spaces in the Lot next to the train station and the elimination of these parking spaces will not have a significant adverse impact on area parking.

4. Comment: The parking demand calculations should be revised to be based on ITE Land Use 221 ("Multifamily Housing – Mid-Rise") so that they are consistent with the Land Use utilized to develop the trip generation traffic volumes.

Response: While the project is an affordable housing development which has its own category in the ITE, for consistency, KH calculated parking demand based on ITE Land Use Code (LUC) 221. The project has 100 units with 154 bedrooms. Based on the ITE LUC 221, which is located close to rail, and using bedrooms as the independent variable, the parking demand will be 102 vehicles. The project has 105 parking proposed spots which satisfies the demand. Please see the image below for details.



5. Comment: Please see "Review of Responses to 8/19/24 Comments" section above.

Response: The response to the "Review of Responses to 8/19/24 Comments" have been addressed, above.

6. Comment: Please recheck the project-generated traffic volumes

Response: Comment noted. It appears the discrepancy is the relocation of existing Lot A traffic, and we believe the traffic volume and analysis are correct.

7. Comment: The TIS should present the impact criteria utilized to identify traffic impacts.

Response: Previous studies in the Village of Croton-on Hudson (including the rezoning study) suggest that a change from 'LOS D' to 'E' or 'F', a change from 'LOS E' to 'F', or an increase in delay of more than 10% when the No-Build condition is 'LOS F' would be considered significant.

8. Comment: For the southbound approach at the Croton Point Avenue and Veteran's Plaza intersection and the northbound approach at the Croton Point Avenue and Route 9/9A Northbound On/Off Ramps intersection should be identified as impacts and improvements should be proposed.

Response: Kimley-Horn has corrected a delay calculation for the No Build site driveway (see attached). There is no longer a decline in LOS exiting the driveway (though there is a delay increase in approximately 16.8 secs). At the NB ramp, technically, the addition of 8 vehicles increases the delay by 15%, which is more than the 10% threshold used previously in past studies. While we believe this increase in delay, may be larger than what will occur, the calculated delay can be restored to No-build conditions by transferring 1.5 seconds from the protected left-turn phase onto the southbound Route 9/9A on-ramp (phase 1[1]) to the northbound and southbound off-ramp phase (phase 3 and 7).

To restore the delay on the southbound approach to no build conditions on the south driveway the amount of time on the north-south protected turn phases (phase 8) will need to be reduced by 27 seconds[2]. Please see the attached synchro files for more details[3].

9. Comment: Include the details of the signal timing changes.

Response: This application is to construct affordable housing at the intersection that serves one of the busiest train stations on Metro-North's Hudson line. Delays at this intersection are due to train station traffic and will prevail regardless of whether or not the affordable housing project is approved. However, based on a review of the signal timings it was determined if the timing changes listed below were implemented, all 'LOS F' conditions could be improved to at least 'LOS E' conditions.

Timing Changes were implemented at the Croton Point Avenue & SB and NB On/Off Ramps as follows:

---

[1] Automatically comes off phase 6 at the same time.
[2] Practically, this large change in signal timing is unlikely to be needed (Synchro issue)
[3] Round off errors identified in the project traffic and build volumes corrected.

Improvement Notes	
AM Peak Hour	PM Peak Hour
Reduce phase 1 from 26 seconds to 18 seconds (-8 secs) phase 2 from 40 seconds to 36 seconds (-4 secs) phase 4 from 20 seconds to 17 seconds (-3 secs) phase 6 from 66 seconds to 54 seconds (-12 secs) phase 8 from 20 seconds to 17 seconds (-3 secs) Increase phase 3 from 36 seconds to 51 seconds (+15 secs) phase 7 from 36 seconds to 51 seconds (+15 secs)	Reduce phase 1 from 26 seconds to 20 seconds (-6 secs) phase 6 from 66 seconds to 60 seconds (-6 secs) Increase phase 3 from 36 seconds to 42 seconds (+6 secs) phase 7 from 36 seconds to 42 seconds (+6 secs)

10. Comment: The following data/information should be included in the TIS Appendix: Agency (NYSDOT) traffic signal timing plan sheets for the signalized study area intersections, the September 2024 traffic count data (e.g., turning movement counts).

Response: The signal timing and traffic volume data are attached.

11. Comment: The electronic Synchro (.syn) files should be provided to AKRF for further review.

Response: Synchro files will be provided directly to the Village's traffic consultant; updated synchro printouts are attached.

12. Comment: Include in the revised TIS, the items listed above, and data/findings presented in the August 13, TIA and KH's 9/24/24 response memo.

Response: The final revised TIS will include the data/findings requested.

13. Comment: Improve sight lines for parking spaces adjacent to the northern garage entrance.

Response: The Applicant is working to improve sight lines for parking spaces adjacent to the northern garage entrance.

Revised Truck Turning Drawings

REFUSE TRUCK

FIGURE 1

KHA PROJECT:	122034000
DATE:	08-12-2024
DESIGNED BY:	AAA
DRAWN BY:	AAA
CHECKED BY:	JC

Kimley»Horn

1 NORTH LEXINGTON AVENUE, SUITE 505
WHITE PLAINS, NY 10601
PHONE: 914-368-9200
WWW.KIMLEY-HORN.COM

Saved Wednesday, October 16, 2024 3:57:21 PM ARIANNA.DEANS Plotted Wednesday, October 16, 2024 4:07:54 PM Deans, Arianna

SU-30

FIGURE 2

KHA PROJECT:	122034000
DATE:	08-12-2024
DESIGNED BY:	AAA
DRAWN BY:	AAA
CHECKED BY:	JC

Kimley»Horn

1 NORTH LEXINGTON AVENUE, SUITE 505
WHITE PLAINS, NY 10601
PHONE: 914-368-9200
WWW.KIMLEY-HORN.COM

Saved Wednesday, October 16, 2024 3:57:21 PM ARIANNA.DEANS Plotted Wednesday, October 16, 2024 4:08:01 PM Deans, Arianna

KHA PROJECT:	122034000
DATE:	08-12-2024
DESIGNED BY:	AAA
DRAWN BY:	AAA
CHECKED BY:	JC

SU-40

FIGURE 3

Kimley»Horn

1 NORTH LEXINGTON AVENUE, SUITE 505
WHITE PLAINS, NY 10601
PHONE: 914-368-9200
WWW.KIMLEY-HORN.COM

Saved Wednesday, October 16, 2024 3:57:21 PM ARIANNA.DEANS Plotted Wednesday, October 16, 2024 4:08:12 PM Deans, Arianna

PASSENGER CAR

FIGURE 4

KHA PROJECT:	122034000
DATE:	08-12-2024
DESIGNED BY:	AAA
DRAWN BY:	AAA
CHECKED BY:	JC

Kimley»Horn

1 NORTH LEXINGTON AVENUE, SUITE 505
WHITE PLAINS, NY 10601
PHONE: 914-368-9200
WWW.KIMLEY-HORN.COM

Saved Wednesday, October 16, 2024 3:57:21 PM ARIANNA.DEANS Plotted Wednesday, October 16, 2024 4:08:21 PM Deans, Arianna

Agency Traffic Signal Timing Plans

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green					5	5	5	5
Gap, Ext					2	2	2	2
Max 1					35	35	35	35
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	4	4	4	4
Red Clearance	1.5	1.5	1.5	1.5	2	2	2	2
Walk					7	7	7	
Ped Clearance					18	15	16	
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]	1	2	3	4	5	6	7	8
Enable					On	On	On	On
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry								
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

790 Croton Train Station LOCAL

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq
1	0	0	1	1
2	0	0	2	1
3	0	0	3	1
4	0	0	4	1
5	0	0	5	1
6	80	0	6	4
7	90	0	7	4
8	110	105	8	4
9	0	0	9	1
10	0	0	10	1
11	0	0	11	1
12	0	0	12	1

Split		1	2	3	4	5	6	7	8
1	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	50	0	30	0	35	15	15	15
	6	NON	NON	NON	NON	MAX	NON	NON	NON
6	Coor	56	0	24	0	38	18	13	11
	6	NON	NON	NON	NON	MAX	MAX	NON	NON
7	Coor	60	0	24	0	48	18	13	11
	6	NON	NON	NON	NON	MAX	MAX	NON	NON
8	Coor	0	65	0	45	25	40	15	30
	6	NON	NON	NON	NON	MIN	MAX	NON	NON
9	Coor	0	0	0	55	25	20	15	50
	6	NON	NON	NON	NON	NON	MAX	NON	NON
10	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON

Pat#	Cyc	Off	Split	Seq
13	0	0	0	1
14	0	0	0	1
15	0	0	0	1
16	0	0	0	1
17	0	0	0	1
18	0	0	0	1
19	0	0	0	1
20	0	0	0	1
21	0	0	0	1
22	0	0	0	1
23	0	0	0	1
24	0	0	0	1

Split		1	2	3	4	5	6	7	8
13	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
14	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
15	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

790

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	Off
2	1	RED	Off
3	1	RED	Off
4	1	RED	Off
5	2	GREEN	On
6	2	RED	On
7	2	RED	On
8	2	RED	On

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Split	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

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

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: OFF | Extra Included Ph: ON

1	Included Ø	5	8						Type	NORMAL	9	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	4		Conflict Ø								Yel	3.5
A	Conflict Olap								Red	2	I	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
2	Included Ø								Type	NORMAL	10	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
3	Included Ø								Type	NORMAL	11	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
4	Included Ø								Type	NORMAL	12	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
5	Included Ø								Type	NORMAL	13	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
6	Included Ø								Type	NORMAL	14	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
7	Included Ø								Type	NORMAL	15	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
8	Included Ø								Type	NORMAL	16	Included Ø								Type	NORMAL
	Modifier Ø								Grn			Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
H	Conflict Olap								Red	1.5	P	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode: USER | Single BIU Mat: SINGLE | Invert Rail Input: OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1							45	50	2
2	5						45	50	20
3							45	50	2
4							45	50	2
5	6						45	50	15
6	5						45	50	20
7	7		3				45	50	20
8	5	8	2				45	50	20
9							45	50	2
10							45	50	2
11							45	50	2
12	5						45	50	20
13							45	50	2
14							45	50	
15	6						45	50	15
16	5						45	50	15
17							45	50	2
18	8		10				45	50	20
19	8		3				45	50	20
20	8		3				45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29	8		20				45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	On	On		On				
34	On	On		On				
35	On	On		On				
36	On	On		On				
37	On	On		On				
38	On	On		On				
39	On	On		On				
40	On	On		On				
41	On	On		On				
42	On	On		On				
43	On	On		On				
44	On	On		On				
45	On	On		On				
46	On	On		On				
47	On	On		On				
48	On	On		On				
49	On	On		On				
50	On	On		On				
51	On	On		On				
52	On	On		On				
53	On	On		On				
54	On	On		On				
55	On	On		On				
56	On	On		On				
57	On	On		On				
58	On	On		On				
59	On	On		On				
60	On	On		On				
61	On	On		On				
62	On	On		On				
63	On	On		On				
64	On	On		On				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	8
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	5		15	
2	6		15	
3	7		15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

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

Pre #	MaxPres	MinGm	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Gm	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

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

Low Priority Preempts

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

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlap	
	Peds	
2	Phases	
	Overlap	
	Peds	
3	Phases	
	Overlap	
	Peds	
4	Phases	
	Overlap	
	Peds	
5	Phases	
	Overlap	
	Peds	
6	Phases	
	Overlap	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Annual Schedule [4.3]

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

790 Croton Train Station LOCAL

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	99	9	0	0	0
2	6	0	7	10	0	0	0
3	8	0	6	11	0	0	0
4	14	55	8	12	0	0	0
5	16	0	7	13	0	0	0
6	19	30	99	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
42	48											
43												
44	98											
45	99											
46	100	255										
47												
48												

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	189	Unused
I1-4	189	Unused
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	12	Veh Call 12
I2-5	189	Unused
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	189	Unused
I3-2	18	Veh Call 18
I3-3	19	Veh Call 19
I3-4	20	Veh Call 20
I3-5	189	Unused
I3-6	129	Ped Call 1
I3-7	130	Ped Call 2
I3-8	131	Ped Call 3
I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fnc	Inv2	IO2	Opn2	O3Fnc	Inv3	IO3	Opn3	Dly	Sec
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	790
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

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

#	Event / Alarm	Ev	Alr
1	Power Up Alarm	On	On
2	Stop Timing	On	On
3	TS1 Cabinet Door		
4	Coordination Failure	On	On
5	External Alarm # 1	On	On
6	External Alarm # 2	On	On
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	On	On
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	On	On
13	Coord Free Input		
14	Local Flash Input	On	On
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	On	On
18	Cycle Failure	On	On
19	Coordination Fault	On	On
20	Controller Fault	On	On
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	On	On
26	Detector Diagnostic Failur		
27	BIU Detector Failure	On	On
32	Queue detector alarm	On	On
29	Ped Detector Fault	On	On
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	On	On
49	Preempt 1 Input	On	On
50	Preempt 2 Input	On	On
51	Preempt 3 Input	On	On
52	Preempt 4 Input	On	On
53	Preempt 5 Input	On	On
54	Preempt 6 Input	On	On
55	Preempt 7 Input	On	On
56	Preempt 8 Input	On	On
57	Preempt 9 Input	On	On
58	Preempt 10 Input	On	On
61	In Transition	On	On
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

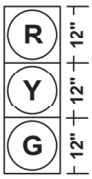
W-636/W-637
Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Village of ***CROTON-ON-HUDSON***

Signal: **W-636/W-637**
File: 55.11-9
D/HWP: D26xxxx
PIN: 8780.41

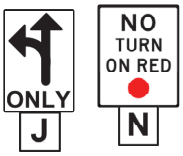
W-636

W-636 FACES



7-14

SIGNS



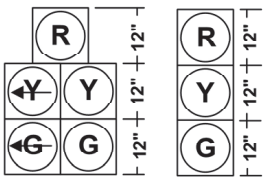
CROTON POINT AVE
OVL-6
Ø4+Ø6
SP 6
16
6
20
19
L K
S-6
9 10
M 14
N 13
S-7
PREEMPT '3' - Ø3
3 13
Ø3
SP 3
QUEUE LOOP Ø3
28
#24
PED 4
Ø2
SP 14
ROUTE 9 NB RAMPS
11 J
12 I
S-5
DWY.
Ø3
SP 13
8 J 7
H G
S-4
MICROWAVE
DETECTORS 9A, 9B
Ø3
29
25
30
26
OVL-1
Ø1+Ø2+Ø4
SP 9

Phase Sequence

2	1	3	4
6		7	8

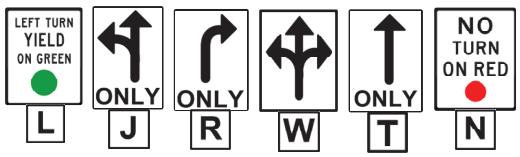
W-637

W-637 FACES



OVL-2
Ø6+Ø8
SP 8
OVL-3
Ø1
SP 1
18
8
11
1
F E
S-3
3 4
N
PED 1
Ø2
SP 11
#21
PED 3
Ø7
SP 10
#23
ROUTE 9 SB OFF-RAMP
ROUTE 9 SB ON-RAMP
5 B
W
N
6 A
R
17 7
14 4
Ø7
SP 7
PED 2
Ø6
SP 12
#22
QUEUE LOOP Ø7
27
PREEMPT '4' - Ø4
S-2
C
2 T J 1 L
D C
S-1
5
2
15
12
OVL-12
Ø2+Ø8
SP 2
CROTON POINT AVE

SIGNS



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Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5	10	5			10	5	
Gap, Ext	1	3	2			2	2	
Max 1	20	60	30			60	30	
Max 2								
Yel Clearance	4	4	4	3.5	3.5	4	4	3.5
Red Clearance	2	2	2	1.5	1.5	2	2	1.5
Walk		7				7	7	
Ped Clearance		26				16	18	
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	ON	ON	ON	ON		ON	ON	ON
Min Recall		ON				ON		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls			ON				ON	
Auto Flash Entry								
Auto Flash Exit								
Dual Entry								
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase			8				4	
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay							5	

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	90	75	1	4	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	110	95	2	4	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	80	65	3	4	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	4	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	4	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	110	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	110	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1
Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	15	30	40	5	0	45	40	5	13	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	Max	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	15	55	35	5	0	70	35	5	14	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	Max	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	15	30	30	5	0	45	30	5	15	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	Max	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Red	ON
2	1	Green	ON
3	1	Red	ON
4	1	Red	ON
5	2	Red	OFF
6	2	Green	ON
7	2	Red	ON
8	2	Red	ON

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

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

Overlap Conflict Lock		OFF		Overlap Lock Inhibit			OFF			Parent Ph Clearance		OFF		Extra Included Ph				ON					
	Included Ø	1	2	4						Type	NORMAL		Included Ø									Type	NORMAL
1	Modifier Ø									Grn		9	Modifier Ø									Grn	
	Conflict Ø	3								Yel	4		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	2	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø	6	8							Type	NORMAL		Included Ø									Type	NORMAL
2	Modifier Ø									Grn		10	Modifier Ø									Grn	
	Conflict Ø									Yel	4		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	2	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø	1								Type	NORMAL		Included Ø									Type	NORMAL
3	Modifier Ø									Grn		11	Modifier Ø									Grn	
	Conflict Ø									Yel	4		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	2	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø	2	8							Type	NORMAL
4	Modifier Ø									Grn		12	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	4
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	2
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
5	Modifier Ø									Grn		13	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø	4	6							Type	NORMAL		Included Ø									Type	NORMAL
6	Modifier Ø									Grn		14	Modifier Ø									Grn	
	Conflict Ø									Yel	4		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	2	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
7	Modifier Ø									Grn		15	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
8	Modifier Ø									Grn		16	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Ma	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	6						45	50	13
2	2						45	50	40
3	3						45	50	20
4	7						45	50	20
5	2						45	50	40
6	6						45	50	40
7	7						45	50	20
8	6						45	50	40
9	3						45	50	2
10							45	50	2
11	1	2	8				45	50	40
12	2						45	50	40
13	3						45	50	2
14	7						45	50	2
15	2						45	50	40
16	6						45	50	40
17	7						45	50	2
18	6						45	50	2
19	6						45	50	
20	6						45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25	2						45	50	40
26	2						45	50	40
27							45	50	
28							45	50	
29	1		2				45	50	13
30	1		2				45	50	8
31	2						45	50	
32	2						45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33	8		3				45	50	
34	8		3				45	50	
35	4		3				45	50	
36	4		3				45	50	
37	4		2				45	50	
38	4		2				45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	ON	ON		ON				
34	ON	ON		ON				
35	ON	ON		ON				
36	ON	ON		ON				
37	ON	ON		ON				
38	ON	ON		ON				
39	ON	ON		ON				
40	ON	ON		ON				
41	ON	ON		ON				
42	ON	ON		ON				
43	ON	ON		ON				
44	ON	ON		ON				
45	ON	ON		ON				
46	ON	ON		ON				
47	ON	ON		ON				
48	ON	ON		ON				
49	ON	ON		ON				
50	ON	ON		ON				
51	ON	ON		ON				
52	ON	ON		ON				
53	ON	ON		ON				
54	ON	ON		ON				
55	ON	ON		ON				
56	ON	ON		ON				
57	ON	ON		ON				
58	ON	ON		ON				
59	ON	ON		ON				
60	ON	ON		ON				
61	ON	ON		ON				
62	ON	ON		ON				
63	ON	ON		ON				
64	ON	ON		ON				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	1
20						NORM	11
21						NORM	1
22						NORM	11
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	3
34						NORM	13
35						NORM	4
36						NORM	7
37						NORM	14
38						NORM	17
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	2		15	
2	6		15	
3	7		15	
4	2		15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell	10	
4	ON	EMERG	Dwell	10	
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	40				ON
4	40			18	ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		25		18	4
4		25		18	4
5		2			
6		2			

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

Low Priority Preempts

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

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	None
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #			
1	Phases		
	Overlaps		
	Peds		
2	Phases		
	Overlaps		
	Peds		
3	Phases	3	8
	Overlaps	2	
	Peds		
4	Phases	4	7
	Overlaps	1	
	Peds		
5	Phases		
	Overlaps		
	Peds		
6	Phases		
	Overlaps		
	Peds		

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	OFF	ON	ON	OFF	
4	OFF	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

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

Alt# 2 Times Table [1.1.6.1.2]

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

Alt# 3 Times Table [1.1.6.1.3]

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

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Annual Schedule [4.3]

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

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	0	0	5
2	6	0	1
3	8	0	3
4	14	55	2
5	16	0	1
6	19	30	5
7	0	0	0
8	0	0	0

Day Plan 2

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 3

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 4

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 5

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 6

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 7

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 8

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 9

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 10

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 11

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 12

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 13

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 14

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 15

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	9	Veh Call 9
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	17	Veh Call 17
I3-2	18	Veh Call 18
I3-3	19	Veh Call 19
I3-4	20	Veh Call 20
I3-5	129	Ped Call 1
I3-6	130	Ped Call 2
I3-7	131	Ped Call 3
I3-8	132	Ped Call 4
I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	25	Veh Call 25
I5-2	26	Veh Call 26
I5-3	201	Pre 4 In
I5-4	200	Pre 3 In
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fnc	Inv2	IO2	Opn2	O3Fnc	Inv3	IO3	Opn3	Dly	Sec
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0

Security Access Levels [8.2]

				43	None
1	SWLOAD	22	None	44	None
2	SECURE	23	None	45	None
3	None	24	None	46	None
4	None	25	None	47	None
5	None	26	None	48	None
6	None	27	None	49	None
7	None	28	None	50	None
8	None	29	None	51	None
9	None	30	None	52	None
10	None	31	None	53	None
11	None	32	None	54	None
12	None	33	None	55	None
13	None	34	None	56	None
14	None	35	None	57	None
15	None	36	None	58	None
16	None	37	None	59	None
17	None	38	None	60	None
18	None	39	None	61	None
19	None	40	None	62	None
20	None	41	None	63	None
21	None	42	None	64	None

Com Parameters [6.1]

Station ID	7637
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	192	168	0	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	5001			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

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

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	ON
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	ON
18	Cycle Failure	ON	ON
19	Coordination Fault	ON	ON
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failure		
27	BIU Detector Failure	ON	ON
32	Queue detector alarm	ON	ON
29	Ped Detector Fault	ON	ON
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	ON
49	Preempt 1 Input	ON	ON
50	Preempt 2 Input	ON	ON
51	Preempt 3 Input	ON	ON
52	Preempt 4 Input	ON	ON
53	Preempt 5 Input	ON	ON
54	Preempt 6 Input	ON	ON
55	Preempt 7 Input	ON	ON
56	Preempt 8 Input	ON	ON
57	Preempt 9 Input	ON	ON
58	Preempt 10 Input	ON	ON
61	In Transition	ON	ON
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Ø	Phases Called By Ø			
1					
2					
3	8				
4					
5					
6					
7	4				
8					
9					
10					
11					
12					
13					
14					
15					
16					

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø					From	To	From	To	From	To	From	To
1						1								
2						2								
3						3								
4						4								
5						5								
6						6								
7						7								
8						8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø					From	To	From	To	From	To	From	To
1						1								
2						2								
3						3								
4						4								
5						5								
6						6								
7						7								
8						8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		

W-636/W-637
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **W-636/W-637**
File: 55.11-9
D/HWP: D26xxxx
PIN: 8780.41

TABLE OF SWITCH PACKS

Date: 4/12/2022

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1	OVL-3 Ø1	- - - - -	1	SP 1 R	- - - - -		SP 1 R	
		⇐		SP 1 Y	14 / 10C - C - O		SP 1 Y	
		←		SP 1 G	- G		SP 1 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
2	OVL-12 Ø2+Ø8	Red	3	SP 2 R	14 / 05C - F - R	4	SP 2 R	14 / 05C - E - R
		Yellow		SP 2 Y	- O		SP 2 Y	- O
		Green		SP 2 G	- G		SP 2 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø3	Red	13	SP 3 R	14 / 05C - N - R	14	SP 3 R	14 / 05C - M - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4.				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5.				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6.	OVL-6 Ø4+Ø6	Red	7	SP 6 R	14 / 05C - G - R	8	SP 6 R	14 / 05C - H - R
		Yellow		SP 6 Y	- O		SP 6 Y	- O
		Green		SP 6 G	- G		SP 6 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
7.	Ø7	Red	5	SP 7 R	14 / 05C - B - R	6	SP 7 R	14 / 05C - A - R
		Yellow		SP 7 Y	- O		SP 7 Y	- O
		Green		SP 7 G	- G		SP 7 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
8	OVL-2 Ø6+Ø8	Red	1	SP 8 R	14 / 10C - C - R	2	SP 8 R	14 / 05C - D - R
		Yellow		SP 8 Y	- O		SP 8 Y	- O
		Green		SP 8 G	- G		SP 8 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
9	OVL-1 Ø1+Ø2+Ø4	Red	9	SP 9 R	14 / 05C - L - R	10	SP 9 R	14 / 05C - K - R
		Yellow		SP 9 Y	- O		SP 9 Y	- O
		Green		SP 9 G	- G		SP 9 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
10	PED-3 Ø7	HAND	23	SP 10 R	14 / 05C - 3P - R		SP 10 R	
		- - - - - - -		SP 10 Y	- - - - -		SP 10 Y	
		MAN		SP 10 G	- G		SP 10 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
11.	PED-1 Ø2	HAND	21	SP 11 R	14 / 05C - 1P - R		SP 11 R	
		- - - - - - -		SP 11 Y	- - - - -		SP 11 Y	
		MAN		SP 11 G	- G		SP 11 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
12.	PED-2 Ø6	HAND	22	SP 12 R	14 / 05C - 2P - R		SP 12 R	
		- - - - - - -		SP 12 Y	- - - - -		SP 12 Y	
		MAN		SP 12 G	- G		SP 12 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
13	Ø3	Red	11	SP 13 R	14 / 05C - J - R	12	SP 13 R	14 / 05C - I - R
		Yellow		SP 13 Y	- O		SP 13 Y	- O
		Green		SP 13 G	- G		SP 13 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
14.	PED-4 Ø2	HAND	24	SP 14 R	14 / 05C - 4P - R		SP 14 R	
		- - - - - - -		SP 14 Y	- - - - -		SP 14 Y	
		MAN		SP 14 G	- G		SP 14 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
15				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Ground Wire		Grnd Bus			Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

W-636/W-637
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

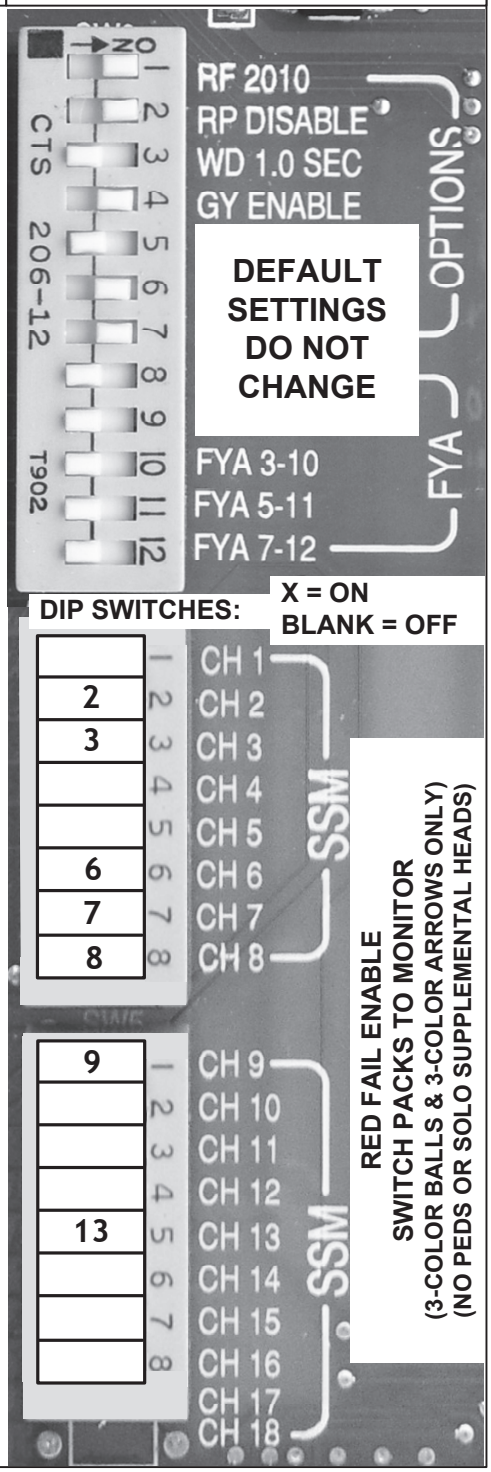
Signal: **W-636/W-637**
File: 55.11-9
D/HWP: D26xxxx
PIN: 8780.41
Date: 4/12/2022

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)		
1 - 6	6 - 8	9 - 11
1 - 8	6 - 9	9 - 12
1 - 9	6 - 11	9 - 14
	6 - 12	
2 - 6	6 - 14	10 - 13
2 - 8		
2 - 9	7 - 10	11 - 12
2 - 11	7 - 13	11 - 14
2 - 12		
2 - 14	8 - 9	12 - 14
	8 - 11	
3 - 7	8 - 12	
3 - 10	8 - 14	
3 - 13		

YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	X
11	X
12	X
13	
14	X
15	
16	

210NYR MONITOR BOARD
(SWITCH PACKS TO MONITOR)



CURRENT MONITOR BOARD (IF USED)

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
1, 4-5, 10-12, 14-16

Notes:

_____

_____

_____

W-636/W-637
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **W-636/W-637**
File: 55.11-9
D/HWP: D26xxxx
PIN: 8780.41

Date: 4/12/2022

TABLE OF INPUT WIRING

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

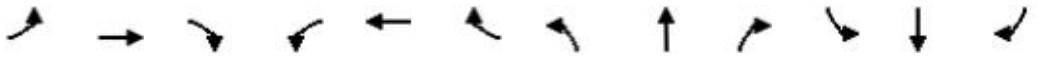
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	190	8	221	78	18	7	3	564	10	2	1
Future Volume (vph)	1	190	8	221	78	18	7	3	564	10	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	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		1.00	
Frt		0.994			0.984			0.856	0.850		0.991	
Flt Protected				0.950	0.980			0.999			0.962	
Satd. Flow (prot)	0	1945	0	1553	1527	0	0	1284	1360	0	1855	0
Flt Permitted		0.999		0.613	0.785			0.993			0.256	
Satd. Flow (perm)	0	1943	0	996	1220	0	0	1275	1342	0	494	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					7			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	12	2	1
Shared Lane Traffic (%)				31%					49%			
Lane Group Flow (vph)	0	243	0	186	201	0	0	350	351	0	15	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	

Project-related increase in delay timing changes analysis results

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		14.0	31.0	11.0	14.0	31.0	
Total Split (s)	41.0	41.0		41.0	41.0		14.0	41.0	41.0	14.0	41.0	
Total Split (%)	29.9%	29.9%		29.9%	29.9%		10.2%	29.9%	29.9%	10.2%	29.9%	
Maximum Green (s)	35.0	35.0		35.0	35.0		8.0	35.0	35.0	8.0	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	
Flash Don't Walk (s)	18.0	18.0			18.0			18.0			18.0	
Pedestrian Calls (#/hr)	20	20			20			20			20	
Act Effct Green (s)		90.9		101.1	101.1			17.9	28.1		17.9	
Actuated g/C Ratio		0.66		0.74	0.74			0.13	0.21		0.13	
v/c Ratio		0.19		0.24	0.22			0.76	0.63		0.23	
Control Delay (s/veh)		11.4		5.8	5.5			17.4	8.7		54.3	
Queue Delay		0.0		0.4	1.2			0.0	0.0		0.0	
Total Delay (s/veh)		11.4		6.2	6.7			17.4	8.7		54.3	
LOS		B		A	A			B	A		D	
Approach Delay (s/veh)		11.4			6.5			13.0			54.3	
Approach LOS		B			A			B			D	

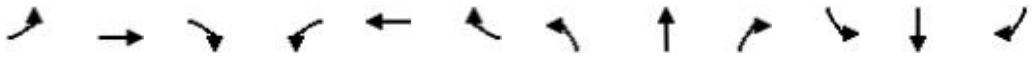
Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 137			
Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	497	267	321	237	0	0	0	0	96	0	81
Future Volume (vph)	0	497	267	321	237	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	
Frt		0.948									0.989	0.850
Flt Protected					0.972						0.956	
Satd. Flow (prot)	0	3125	0	0	3183	0	0	0	0	0	1684	1542
Flt Permitted					0.522						0.956	
Satd. Flow (perm)	0	3125	0	0	1707	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	310	373	276	0	0	0	0	112	0	94
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	888	0	0	649	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	

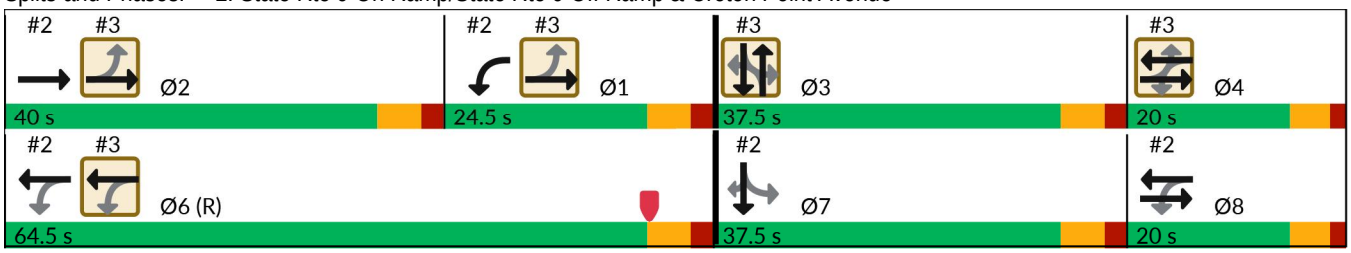
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
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	
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)				24.5						37.5	37.5	37.5
Total Split (%)				20.1%						30.7%	30.7%	30.7%
Maximum Green (s)				18.5						31.5	31.5	31.5
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)		55.3			95.9						14.1	14.1
Actuated g/C Ratio		0.45			0.79						0.12	0.12
v/c Ratio		0.63			0.37						0.62	0.48
Control Delay (s/veh)		27.6			3.5						64.6	58.3
Queue Delay		3.7			0.2						0.0	0.0
Total Delay (s/veh)		31.3			3.8						64.6	58.3
LOS		C			A						E	E
Approach Delay (s/veh)		31.3			3.8						62.0	
Approach LOS		C			A						E	

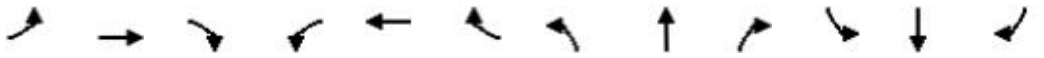
Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 24.7		Intersection LOS: 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	37.5	20.0	64.5	20.0
Total Split (%)	33%	31%	16%	53%	16%
Maximum Green (s)	34.0	31.5	15.0	58.5	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



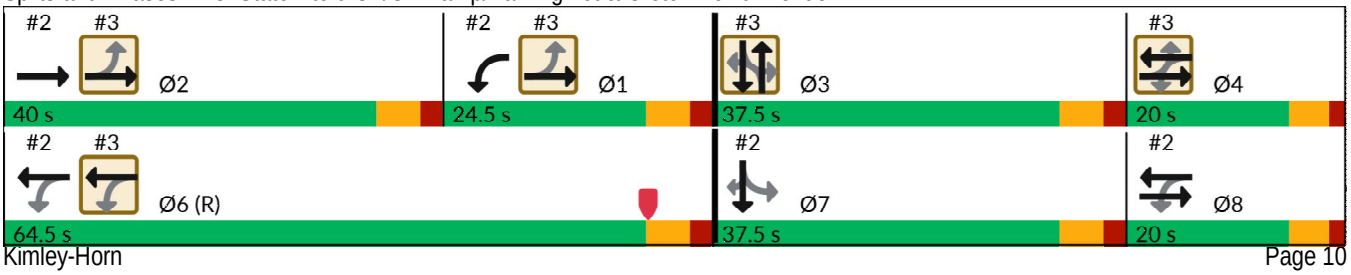
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Future Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	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				
Frt		0.949			0.999			0.895			0.923	
Flt Protected					0.989			0.989			0.986	
Satd. Flow (prot)	0	3098	0	0	3220	0	0	1659	0	0	1764	0
Flt Permitted		0.847			0.682			0.922			0.879	
Satd. Flow (perm)	0	2624	0	0	2219	0	0	1547	0	0	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		148			1			138			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)							37.5	37.5		37.5	37.5	
Total Split (%)							30.7%	30.7%		30.7%	30.7%	
Maximum Green (s)							31.5	31.5		31.5	31.5	
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)		78.5			79.5			32.5			31.5	
Actuated g/C Ratio		0.64			0.65			0.27			0.26	
v/c Ratio		0.36			0.41			1.15			0.02	
Control Delay (s/veh)		8.4			11.2			119.1			25.3	
Queue Delay		0.8			0.0			0.0			0.0	
Total Delay (s/veh)		9.2			11.2			119.1			25.3	
LOS		A			B			F			C	
Approach Delay (s/veh)		9.2			11.2			119.1			25.3	
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: 1.15			
Intersection Signal Delay (s/veh): 45.4		Intersection LOS: D	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

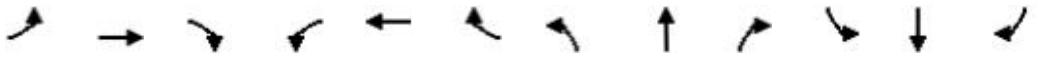
Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



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)	24.5	40.0	20.0	64.5	37.5	20.0
Total Split (%)	20%	33%	16%	53%	31%	16%
Maximum Green (s)	18.5	34.0	15.0	58.5	31.5	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

Updated Build Analysis Synchro Results (to reflect correction of roundoff errors)

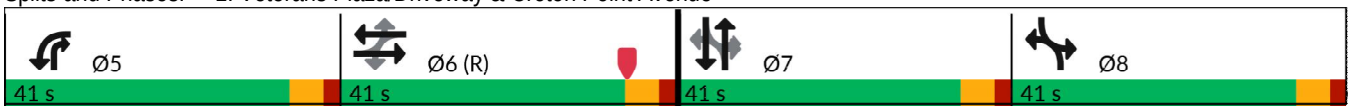


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	84	10	730	405	5	4	1	213	19	3	1
Future Volume (vph)	0	84	10	730	405	5	4	1	213	19	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	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	
Frt		0.986			0.999			0.856	0.850		0.995	
Flt Protected				0.950	0.985			0.998			0.960	
Satd. Flow (prot)	0	1676	0	1569	1613	0	0	1254	1308	0	2069	0
Flt Permitted				0.690	0.858			0.992			0.574	
Satd. Flow (perm)	0	1676	0	1134	1403	0	0	1243	1292	0	1237	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	5	4	1	234	21	3	1
Shared Lane Traffic (%)				25%					49%			
Lane Group Flow (vph)	0	103	0	601	651	0	0	120	119	0	25	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	

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	
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	
Flash Don't Walk (s)	18.0	18.0			18.0			18.0			18.0	
Pedestrian Calls (#/hr)	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		0.19	
Control Delay (s/veh)		23.6		8.2	7.8			18.9	4.9		63.6	
Queue Delay		0.0		11.3	10.8			0.0	0.0		0.0	
Total Delay (s/veh)		23.6		19.5	18.6			18.9	4.9		63.6	
LOS		C		B	B			B	A		E	
Approach Delay (s/veh)		23.6			19.1			11.9			63.6	
Approach LOS		C			B			B			E	

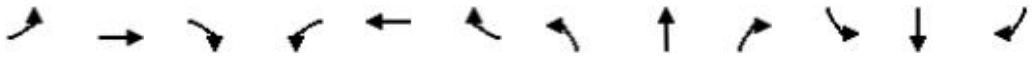
Intersection Summary			
Area Type:	Other		
Cycle Length: 164			
Actuated Cycle Length: 164			
Offset: 0 (0%), Referenced to phase 6:EBWB, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: 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



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							
Frt		0.951									0.889	0.850
Flt Protected					0.985						0.987	
Satd. Flow (prot)	0	2973	0	0	3196	0	0	0	0	0	1560	1542
Flt 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	

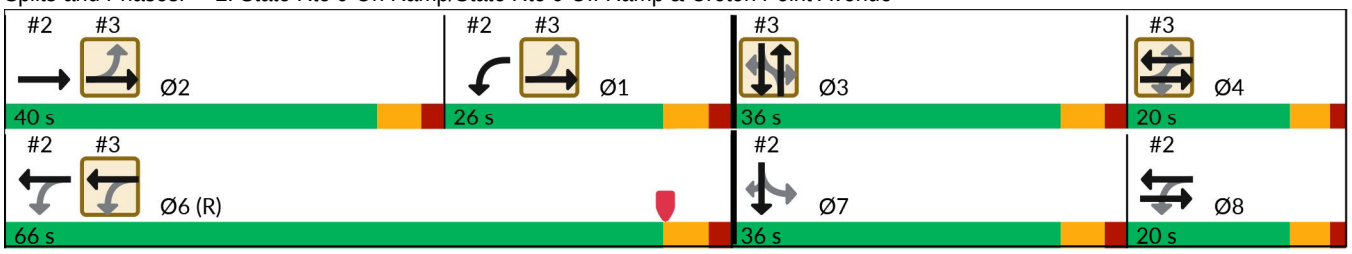
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
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	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)		58.3			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			13.6						67.4	66.5
LOS		C			B						E	E
Approach Delay (s/veh)		23.9			13.6						67.0	
Approach LOS		C			B						E	

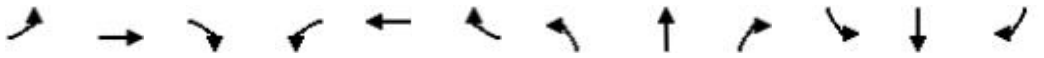
Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 30.1		Intersection LOS: 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



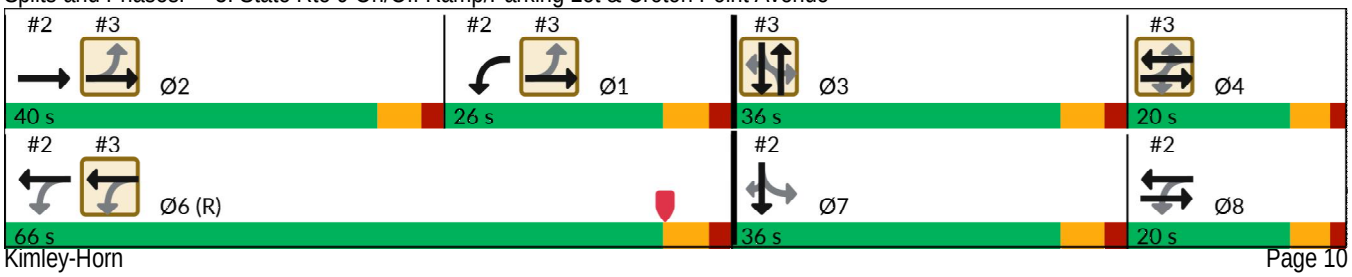
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	208	72	55	676	4	306	1	182	6	4	12
Future Volume (vph)	3	208	72	55	676	4	306	1	182	6	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	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	
Frt		0.962			0.999			0.950			0.927	
Flt Protected					0.996			0.970			0.986	
Satd. Flow (prot)	0	2913	0	0	3187	0	0	1697	0	0	1290	0
Flt Permitted		0.864			0.893			0.795			0.918	
Satd. Flow (perm)	0	2517	0	0	2857	0	0	1389	0	0	1201	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			1			23			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	336	1	200	7	4	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	807	0	0	537	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			1.45			0.08	
Control Delay (s/veh)		3.5			10.4			250.8			22.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		3.5			10.4			250.8			22.7	
LOS		A			B			F			C	
Approach Delay (s/veh)		3.5			10.4			250.8			22.7	
Approach LOS		A			B			F			C	

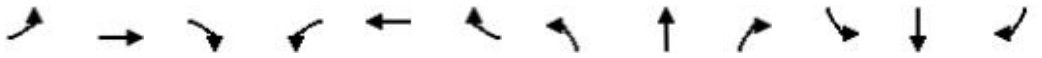
Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 86.2		Intersection LOS: 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

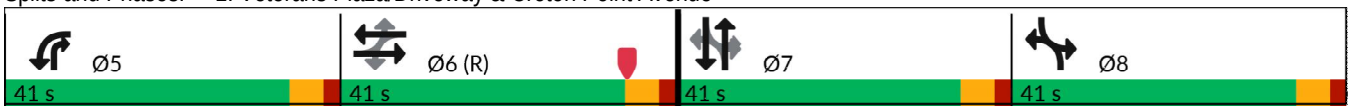


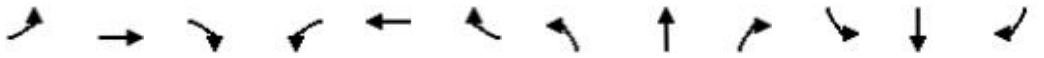
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	190	8	221	78	18	7	3	564	10	2	1
Future Volume (vph)	1	190	8	221	78	18	7	3	564	10	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	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	
Frt		0.994			0.984			0.856	0.850		0.991	
Flt Protected				0.950	0.980			0.999			0.962	
Satd. Flow (prot)	0	1945	0	1553	1526	0	0	1285	1360	0	1854	0
Flt Permitted				0.611	0.779			0.993			0.229	
Satd. Flow (perm)	0	1944	0	993	1210	0	0	1275	1341	0	441	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	12	2	1
Shared Lane Traffic (%)				31%					49%			
Lane Group Flow (vph)	0	243	0	186	201	0	0	350	351	0	15	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	

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	
Flash Don't Walk (s)	18.0	18.0			18.0			18.0			18.0	
Pedestrian Calls (#/hr)	20	20			20			20			20	
Act Effct Green (s)		114.7		127.6	127.6			18.4	31.3		18.4	
Actuated g/C Ratio		0.70		0.78	0.78			0.11	0.19		0.11	
v/c Ratio		0.18		0.23	0.21			0.79	0.65		0.30	
Control Delay (s/veh)		11.1		5.0	4.8			20.7	9.6		73.5	
Queue Delay		0.0		0.7	1.6			0.0	0.0		0.0	
Total Delay (s/veh)		11.1		5.7	6.4			20.7	9.6		73.5	
LOS		B		A	A			C	A		E	
Approach Delay (s/veh)		11.1			6.0			15.2			73.5	
Approach LOS		B			A			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: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

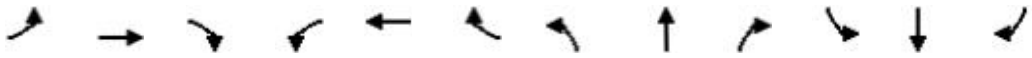
Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	497	267	321	237	0	0	0	0	96	0	81
Future Volume (vph)	0	497	267	321	237	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	
Frt		0.948									0.989	0.850
Flt Protected					0.972						0.956	
Satd. Flow (prot)	0	3125	0	0	3183	0	0	0	0	0	1684	1542
Flt Permitted					0.523						0.956	
Satd. Flow (perm)	0	3125	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	310	373	276	0	0	0	0	112	0	94
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	888	0	0	649	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	

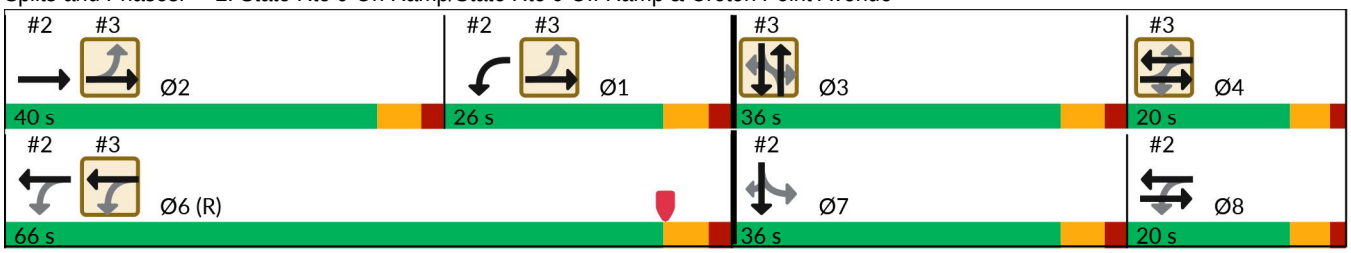
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
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	
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)				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		4.7			0.2						0.0	0.0
Total Delay (s/veh)		33.1			3.8						64.8	58.4
LOS		C			A						E	E
Approach Delay (s/veh)		33.1			3.8						62.1	
Approach LOS		C			A						E	

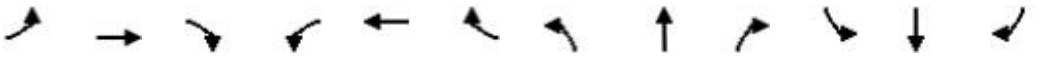
Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay (s/veh): 25.6		Intersection LOS: 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



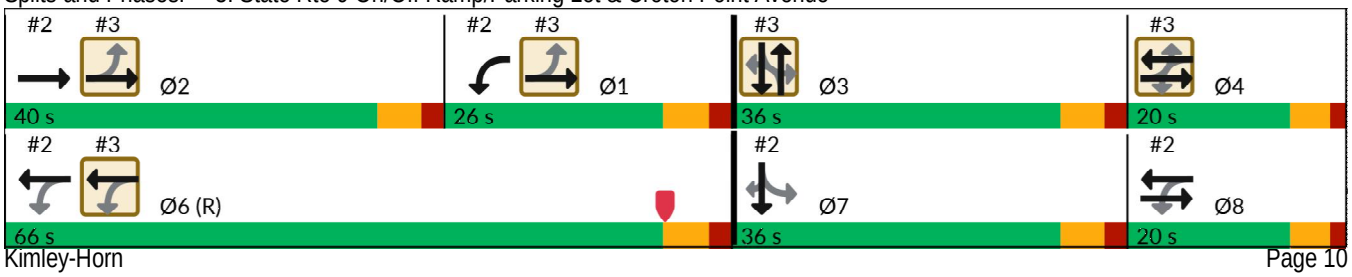
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Future Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	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				
Frt		0.949			0.999			0.895			0.923	
Flt Protected					0.989			0.989			0.986	
Satd. Flow (prot)	0	3098	0	0	3220	0	0	1659	0	0	1764	0
Flt 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			

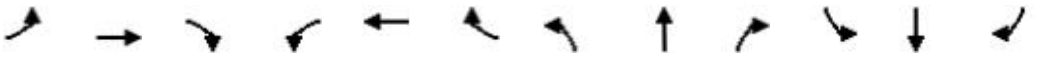
Splits and Phases: 3: State Rte 9 On/Off Ramp/Parking Lot & Croton Point Avenue



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

Synchro Analysis results to restore LOS E operating conditions

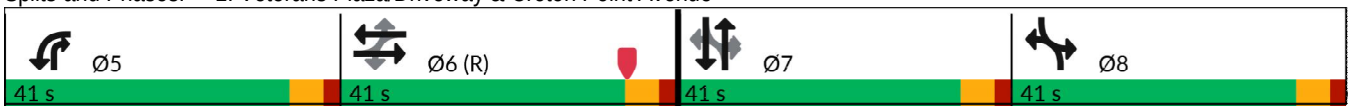


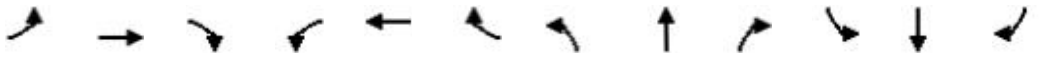
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	84	10	730	405	5	4	1	213	19	3	1
Future Volume (vph)	0	84	10	730	405	5	4	1	213	19	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	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	
Frt		0.986			0.999			0.856	0.850		0.995	
Flt Protected				0.950	0.985			0.998			0.960	
Satd. Flow (prot)	0	1676	0	1569	1613	0	0	1254	1308	0	2069	0
Flt Permitted				0.690	0.858			0.992			0.574	
Satd. Flow (perm)	0	1676	0	1134	1403	0	0	1243	1292	0	1237	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	5	4	1	234	21	3	1
Shared Lane Traffic (%)				25%					49%			
Lane Group Flow (vph)	0	103	0	601	651	0	0	120	119	0	25	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	

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	
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	
Flash Don't Walk (s)	18.0	18.0			18.0			18.0			18.0	
Pedestrian Calls (#/hr)	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		0.19	
Control Delay (s/veh)		23.6		8.2	7.8			18.9	4.9		63.6	
Queue Delay		0.0		11.3	10.8			0.0	0.0		0.0	
Total Delay (s/veh)		23.6		19.5	18.6			18.9	4.9		63.6	
LOS		C		B	B			B	A		E	
Approach Delay (s/veh)		23.6			19.1			11.9			63.6	
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): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

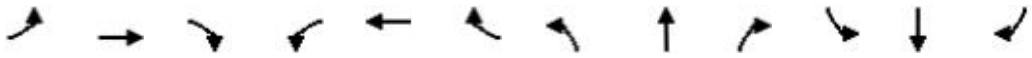
Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue





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							
Frt		0.951									0.889	0.850
Flt Protected					0.985						0.987	
Satd. Flow (prot)	0	2973	0	0	3196	0	0	0	0	0	1560	1542
Flt 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	

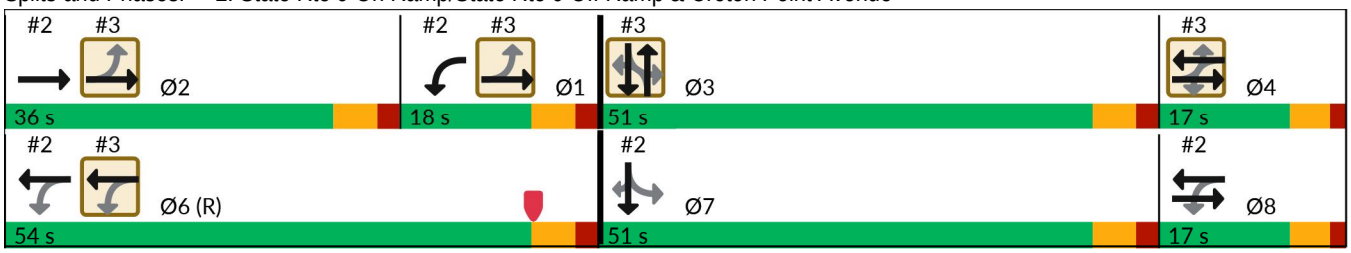
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
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)					



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)				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

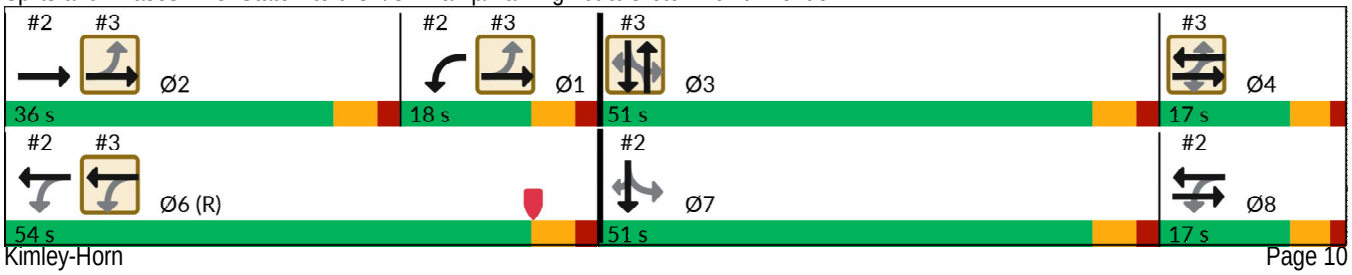
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	208	72	55	676	4	306	1	182	6	4	12
Future Volume (vph)	3	208	72	55	676	4	306	1	182	6	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	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	
Frt		0.962			0.999			0.950			0.927	
Flt Protected					0.996			0.970			0.986	
Satd. Flow (prot)	0	2912	0	0	3187	0	0	1697	0	0	1290	0
Flt Permitted		0.861			0.892			0.795			0.877	
Satd. Flow (perm)	0	2507	0	0	2854	0	0	1389	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	336	1	200	7	4	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	807	0	0	537	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)							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			73.4			15.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.8			19.4			73.4			15.9	
LOS		A			B			E			B	
Approach Delay (s/veh)		9.8			19.4			73.4			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): 34.9		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						

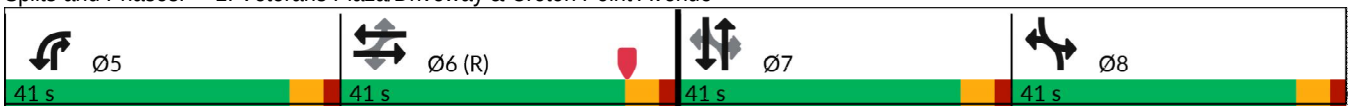
Intersection Summary

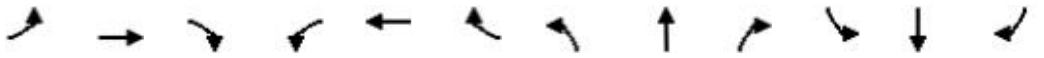
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	190	8	221	78	18	7	3	564	10	2	1
Future Volume (vph)	1	190	8	221	78	18	7	3	564	10	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	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	
Frt		0.994			0.984			0.856	0.850		0.991	
Flt Protected				0.950	0.980			0.999			0.962	
Satd. Flow (prot)	0	1945	0	1553	1526	0	0	1285	1360	0	1854	0
Flt Permitted				0.611	0.779			0.993			0.229	
Satd. Flow (perm)	0	1944	0	993	1210	0	0	1275	1341	0	441	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	12	2	1
Shared Lane Traffic (%)				31%					49%			
Lane Group Flow (vph)	0	243	0	186	201	0	0	350	351	0	15	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	

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	
Flash Don't Walk (s)	18.0	18.0			18.0			18.0			18.0	
Pedestrian Calls (#/hr)	20	20			20			20			20	
Act Effct Green (s)		114.7		127.6	127.6			18.4	31.3		18.4	
Actuated g/C Ratio		0.70		0.78	0.78			0.11	0.19		0.11	
v/c Ratio		0.18		0.23	0.21			0.79	0.65		0.30	
Control Delay (s/veh)		11.1		5.0	4.8			20.7	9.6		73.5	
Queue Delay		0.0		0.7	1.6			0.0	0.0		0.0	
Total Delay (s/veh)		11.1		5.7	6.4			20.7	9.6		73.5	
LOS		B		A	A			C	A		E	
Approach Delay (s/veh)		11.1			6.0			15.2			73.5	
Approach LOS		B			A			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: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

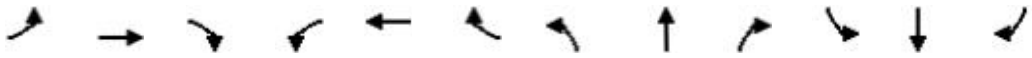
Splits and Phases: 1: Veterans Plaza/Driveway & Croton Point Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	497	267	321	237	0	0	0	0	96	0	81
Future Volume (vph)	0	497	267	321	237	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	
Frt		0.948									0.989	0.850
Flt Protected					0.972						0.956	
Satd. Flow (prot)	0	3125	0	0	3183	0	0	0	0	0	1684	1542
Flt Permitted					0.516						0.956	
Satd. Flow (perm)	0	3125	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	310	373	276	0	0	0	0	112	0	94
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	888	0	0	649	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	

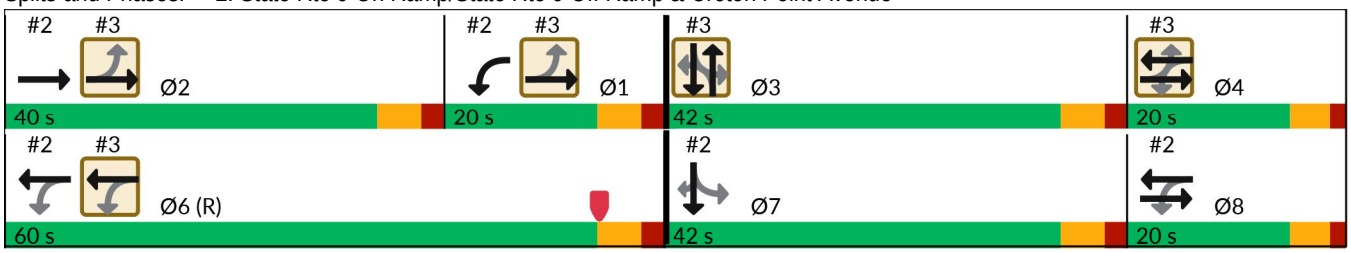
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø8
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
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	
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)		23.8			3.6						64.6	58.3
Queue Delay		2.7			0.2						0.0	0.0
Total Delay (s/veh)		26.5			3.8						64.6	58.3
LOS		C			A						E	E
Approach Delay (s/veh)		26.5			3.8						62.0	
Approach LOS		C			A						E	

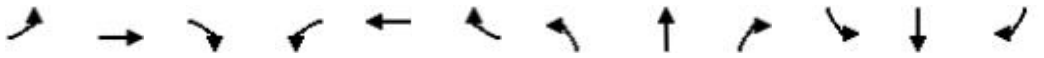
Intersection Summary			
Area Type:	Other		
Cycle Length: 122			
Actuated Cycle Length: 122			
Offset: 95 (78%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 22.2		Intersection LOS: 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



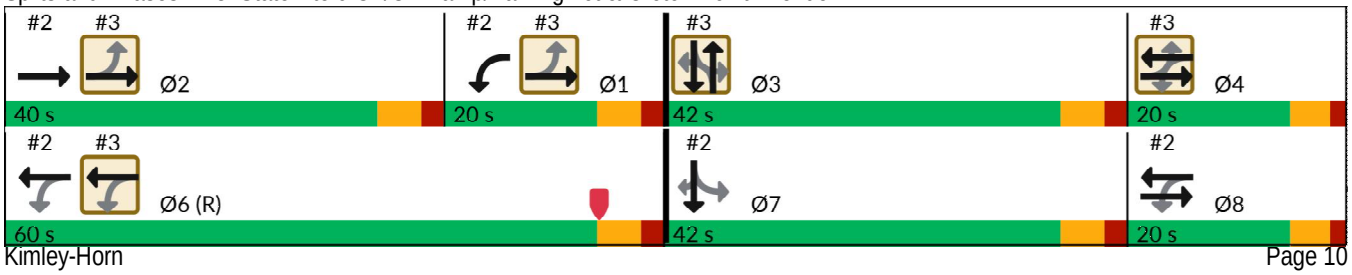
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Future Volume (vph)	4	389	200	123	435	4	121	4	429	2	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	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)						

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						

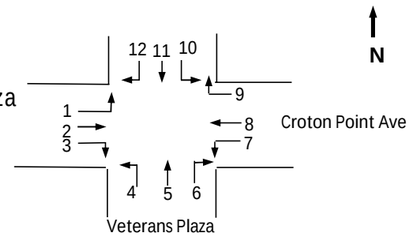
Intersection Summary

Raw Turning Movement Counts

Traffic Data Survey Corp

tersection: Croton Point Ave and Veterans Plaza

Date: 9/10/2024

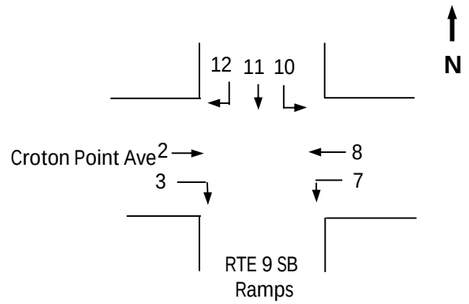


Time	1				2				3				4				5				6				7				8				9				10				11				12			
	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike
7:00 - 7:15	0	0	0	0	12	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0	34	0	3	0	143	1	1	1	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	21	5	0	0	1	1	1	0	0	0	0	0	0	0	0	0	57	0	1	1	175	0	0	3	101	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	14	2	0	0	1	0	1	0	1	0	0	0	0	0	0	0	46	0	2	0	183	1	0	2	90	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	21	2	2	0	1	0	0	2	1	0	0	0	0	0	0	0	46	1	1	0	163	0	1	1	108	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	46	6	0	0	2	0	1	0	1	0	0	0	0	0	0	0	32	1	1	0	99	1	0	0	41	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	21	6	1	0	4	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	132	1	0	1	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	20	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	53	0	0	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	53	0	0	0	25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	185	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	69	0	0	0	27	0	0	0	42	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	37	1	1	0	3	0	0	0	1	0	0	0	0	0	0	0	35	0	0	0	22	0	0	0	42	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	21	1	0	0	2	0	0	0	1	0	0	0	2	0	0	0	93	0	0	0	50	0	0	0	33	1	2	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	28	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	23	0	0	0	31	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	34	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	69	0	0	1	41	0	0	0	29	1	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	35	2	2	0	3	0	0	0	1	0	0	0	0	0	0	0	80	0	0	0	34	0	1	1	18	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	19	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	49	0	1	0	20	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	41	0	0	2	2	0	0	0	1	0	1	0	0	0	0	0	93	0	1	2	25	0	1	0	18	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
18:00 - 18:15	0	0	0	0	74	0	1	0	2	0	0	0	1	0	0	1	0	0	0	0	153	0	0	1	44	0	0	0	15	0	0	3	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	38	0	3	1	2	0	0	0	0	0	1	0	1	0	0	0	159	0	0	0	64	0	2	0	15	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0

Traffic Data Survey Corp

tersection: Croton Point Ave and RTE 9SB Ramps

Date: 9/10/2024

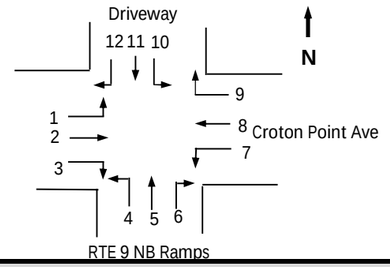


	2				3				7				8				10				11				12			
Time	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike
7:00 - 7:15	24	0	2	0	23	0	1	0	42	0	4	0	141	1	1	1	8	2	0	0	1	0	0	0	80	0	0	0
7:15 - 7:30	51	5	1	0	26	0	0	1	57	3	0	0	158	1	0	3	9	0	0	0	0	0	0	0	114	2	0	0
7:30 - 7:45	41	1	2	0	17	1	0	0	50	4	2	1	162	2	0	2	8	2	0	0	0	0	0	0	113	1	0	0
7:45 - 8:00	48	2	2	0	21	0	1	0	52	1	1	0	163	0	1	1	23	1	0	0	0	0	0	0	111	1	0	0
8:00 - 8:15	54	7	1	0	26	1	0	0	57	5	0	0	72	3	0	0	16	1	1	0	1	0	0	0	68	1	2	0
8:15 - 8:30	45	4	0	0	12	2	1	0	40	4	1	0	86	5	0	1	15	2	0	0	0	0	0	0	60	2	0	0
8:30 - 8:45	25	3	0	0	16	4	0	0	58	3	1	0	40	0	0	0	22	0	0	0	0	0	0	0	26	0	0	0
8:45 - 9:00	29	3	0	0	13	1	0	0	61	3	1	1	43	0	0	0	19	1	0	0	0	0	0	0	35	1	0	0
16:00 - 16:15	174	2	0	0	80	0	0	0	76	0	0	0	51	0	3	0	7	0	0	0	1	0	0	0	18	0	0	0
16:15 - 16:30	49	1	0	0	26	0	1	0	65	2	0	5	52	1	2	0	19	0	0	0	0	0	0	0	15	1	0	0
16:30 - 16:45	82	0	0	0	32	1	0	0	49	2	1	0	56	0	2	0	16	0	1	0	0	0	0	0	27	1	0	0
16:45 - 17:00	36	0	0	0	16	1	0	0	64	0	1	0	63	0	0	0	25	0	0	0	0	0	0	0	15	0	0	0
17:00 - 17:15	65	1	0	1	36	1	0	0	76	2	0	0	46	1	0	0	13	0	0	0	0	0	0	0	25	0	1	0
17:15 - 17:30	82	2	2	0	38	0	0	0	99	2	1	1	38	0	0	0	27	0	0	0	0	0	0	0	15	0	1	0
17:30 - 17:45	84	0	0	0	40	0	0	0	70	1	1	0	50	1	2	0	22	0	0	0	0	0	0	0	21	0	0	0
17:45 - 18:00	82	0	1	4	53	0	0	0	70	0	1	2	33	0	0	0	12	0	0	0	0	0	0	0	10	0	1	0
18:00 - 18:15	134	0	0	1	93	1	1	0	72	0	1	0	45	1	0	0	9	2	0	0	0	0	0	0	19	0	0	0
18:15 - 18:30	138	0	0	0	63	0	3	1	58	0	0	0	53	0	2	0	21	0	0	0	0	0	0	0	23	0	0	0

Traffic Data Survey Corp

tersection: Croton Point Ave and RTE NB Ramps

Date: 9/10/2024



	1				2				3				4				5				6				7				8				9				10				11				12			
Time	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike	Auto	Truck	Bus	Bike
7:00 - 7:15	0	1	0	0	20	1	0	0	11	0	2	0	72	1	0	0	0	0	0	0	19	1	0	0	7	1	0	0	115	0	5	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	42	5	0	2	19	0	1	0	68	2	0	0	0	0	0	0	29	3	3	0	7	1	0	0	143	2	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:30 - 7:45	0	0	0	0	39	2	1	1	10	1	1	0	69	1	0	0	0	0	0	0	48	4	0	0	5	0	0	0	147	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 - 8:00	1	0	0	0	53	2	2	0	17	1	0	0	75	1	1	0	0	0	0	0	49	1	0	0	6	0	0	0	136	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	41	6	1	0	29	2	1	0	38	2	0	0	0	0	0	0	40	3	0	0	6	1	0	0	91	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	47	4	0	0	12	2	0	0	44	3	0	0	0	0	0	0	49	5	0	0	5	1	0	0	82	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	37	2	0	0	11	1	0	0	19	1	0	0	0	0	0	0	47	3	1	0	10	1	0	0	80	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	39	1	0	0	9	3	0	0	28	1	0	0	0	0	0	0	50	3	0	0	13	3	0	0	74	2	1	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	70	1	0	0	113	1	0	0	42	0	3	0	0	0	0	0	95	0	0	0	34	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	45	0	0	0	22	1	0	0	41	1	2	0	0	0	0	0	95	2	0	0	22	0	0	0	75	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	0	0	53	0	1	0	45	0	0	0	42	0	1	0	0	0	0	0	91	0	1	0	24	0	0	0	64	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:45 - 17:00	0	0	0	0	43	0	0	0	16	0	0	0	43	0	0	0	0	0	0	0	101	1	0	0	36	0	0	0	82	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	62	0	0	1	18	1	0	0	21	1	0	0	0	0	0	0	79	1	0	0	32	0	0	0	107	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	70	1	1	0	41	1	1	0	30	1	0	0	0	0	0	0	114	0	0	0	28	0	0	0	101	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	68	0	0	0	37	0	0	0	29	1	1	0	0	0	0	0	86	0	1	0	25	0	0	0	91	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	59	0	1	4	33	0	0	0	16	0	0	0	0	0	0	0	114	0	0	0	24	0	0	0	87	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	83	2	0	1	62	0	0	0	20	1	2	0	0	0	0	0	78	0	0	0	25	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	99	0	0	0	59	0	0	0	31	0	1	0	0	0	0	0	82	0	0	0	32	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0