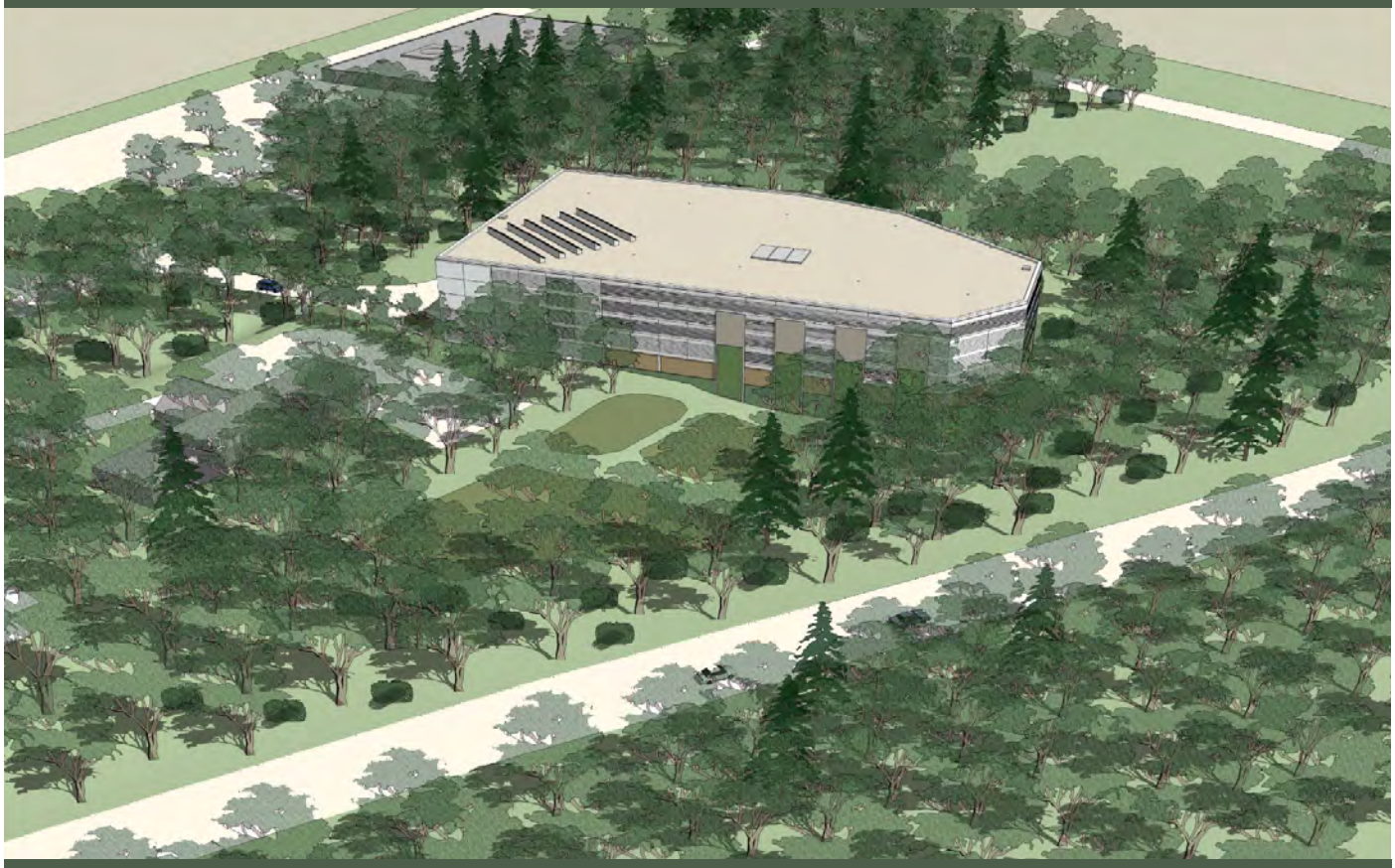
PARK PLACE AT WESTCHESTER AIRPORT

11 New King Street
Town of North Castle, New York



Final Environmental Impact Statement
Traffic Appendix

Prepared by:

AKRF

Project Sponsor:
11 New King Street, LLC

Lead Agency:
Town of North Castle Planning Board
17 Bedford Road
Armonk, NY 10504

January 2015

A. INTRODUCTION

INTRODUCTION

The purpose of this Traffic Impact Study (TIS) is to present the Existing Conditions, No Build Conditions, trip generation, project generated distribution pattern, Build Conditions, parking and site circulation characteristics that would be associated with the construction of a proposed 1,450 (the DEIS analyzed a 1,450 space garage, the number of spaces has been reduced to 1,380) space park-and-fly parking structure on New King Street, adjacent to Westchester County Airport (see **Figure 13-1**), in Westchester County, New York.

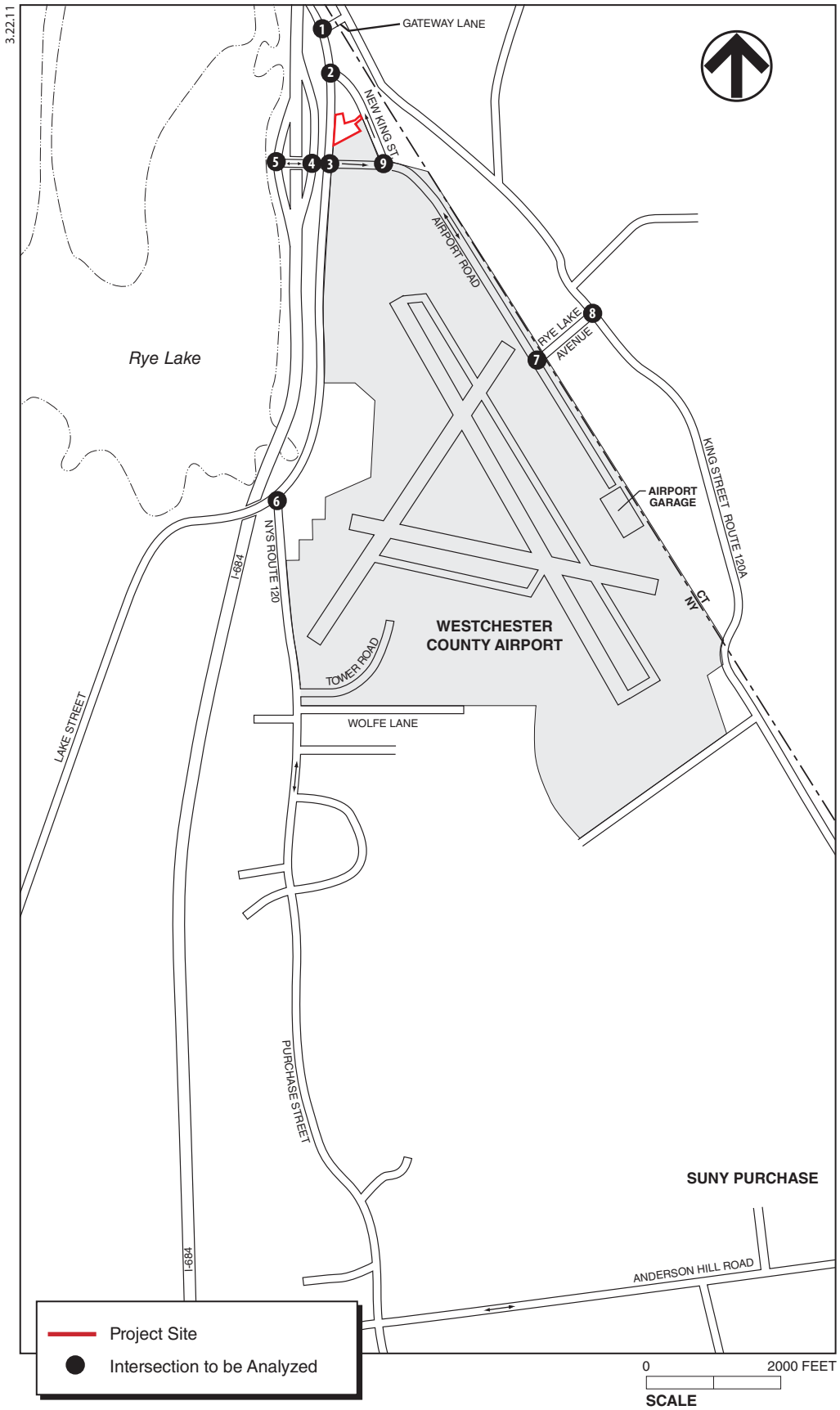
The existing Westchester County Airport parking facility consists of an approximately 1,100 space parking garage adjacent to the airport terminal. In addition to this parking facility, there are overflow parking areas at the airport which provide approximately 400 additional parking spaces. The existing parking garage typically fills to capacity and drivers must seek parking in the overflow parking areas. It was observed during the counts conducted during the 2008 and 2009 Thanksgiving Holidays (peak travel periods), that the garage was at capacity and the overflow parking lot was at or near capacity during certain times of the day. The rental car parking lot also fills up and rental cars and rental car company employees must look for parking in other locations. Due to the general shortage of parking at the airport, signage in various parts of the airport and public campaigns across various media outlets are in place to discourage travelers from driving to the airport during holiday travel periods. In fact, Westchester County issued a press release in January 2010 (see Appendix C) which urged that travelers "don't drive" and "get a ride to the airport", rather than drive, because "…unfortunately there's just not enough parking at the airport to accommodate our passengers".[1] The result is a doubling of many of the trips to the airport.

SUMMARY OF FINDINGS

BACKGROUND GROWTH

A 2.5 percent annual growth factor was used in the TIS (the scope of work required a 2.0 percent growth factor). The additional 0.5 percent was added to the growth factor to be conservative and accounts for nearby municipalities who failed to provide information of planned development projects. This would result in an overall growth rate of 10 percent for the 2012 No Build Year. No development projects were identified in the project site vicinity. Any development projects that may occur in the study area would be accounted for in the growth factor.

[1] Lawrence C. Salley, Westchester County Transportation Commissioner, January 28, 2010.



Traffic Study Area
Figure 13-1

PROJECT TRIP GENERATION

The number of trips generated by the proposed project was determined by considering the following:

- Traffic generation at three airport parking facilities (Columbus, OH, Denver, CO, and Pittsburgh, PA) that are comparable in size to the proposed Park Place garage. Data at these facilities showed a general range of hourly vehicle activity of 20 to 30 (in and out) vehicle trips and maximum peak hour activity of approximately 60 (in and out) vehicle trips.
- Traffic generation to and from the airport garage as recorded by Automatic Traffic Recorder (ATR) counts during the peak Thanksgiving Holiday. The ATR data showed maximum peak hour activity of approximately 127 (in and out) vehicle trips.
- Shuttle bus trips that would be created with the addition of the Park Place garage.
- Flight schedules at the airport were reviewed and during the AM peak hour, flight activity comprises primarily of departures and during the PM peak hour, flight activity is generally balanced between arrivals and departures.

To be conservative, the peak hour project generated activity analyzed in the study was higher than what was recorded at the existing airport garage and at the three comparable facilities, the trips generated by the existing 9,732 square foot office building were not subtracted from the network, and the study overlaid the peak from the proposed garage over the peak of the traffic network. The number of trips generated by the proposed project was calculated as follows:

- The number of vehicle trips that currently arrive for departing and arriving flights at the terminal building and park at existing airport facilities that would now park in the proposed Park Place garage were calculated and subtracted from the traffic network. These trips include Taxi/Limo/Auto Drop-Off trips that currently drop-off passengers at the airport terminal (In and Out trips during the peak hour), Taxi/Limo/Auto Pick-Up Trips that currently pick-up passengers at the airport terminal (In and Out trips during the peak hour), vehicles that currently park in the airport garage (Out trips during the peak hour), and vehicles that currently park in the airport overflow lot that would now park in the Park Place garage (In trips during the AM peak and In and Out trips during the PM peak hour).
- The number of trips reassigned to the Park Place garage from the airport terminal and existing parking facilities were calculated and added to the traffic network. These trips include passengers that used to be dropped-off (Taxi/Limo/Auto Drop-offs) that would now park in the Park Place garage (In trips only), passengers that used to be picked-up (Taxi/Limo/Auto Pick-ups) that would now park in the Park Place garage (Out trips only), and based on field observations passengers that used to park in the airport overflow lot that would now park in the Park Place garage (In trips during the AM peak hour and In and Out trips during the PM peak hour).
- The number of new trips generated by the new Park Place garage were calculated and added to the traffic network. For the purpose of this analysis, 14 trips represents the maximum number of shuttle bus trips expected per hour with approximately 4 to 7 buses (maximum number of shuttle buses to be used) each making approximately 2 round trips during the peak hours.

The proposed project would generate a net number of 4 entering trips, and -66 exiting trips during the AM peak hour and 1 entering trip and -46 exiting trips during the PM peak hour along the traffic network.

PROJECT VEHICLE DISTRIBUTION AND ASSIGNMENT

For the purpose of estimating the likely distribution of project-generated trips to and from the project site, a directional distribution of vehicle trips was created for each peak hour using the existing travel patterns in the network (to and from the airport). The project-generated vehicle assignment is based on the trip distribution discussed above. For the AM peak hour, of the 35 vehicle directional movements that have traffic assigned to them, 28 (approximately 80 percent) have a negative value. For the PM peak hour, of the 36 vehicle directional movements that have traffic assigned to them, 28 (approximately 78 percent) have a negative value.

TRAFFIC CONDITIONS

Under the 2012 Build conditions there would be no notable changes in LOS at any of the signalized or unsignalized study area intersections when compared with the 2012 No Build conditions. Therefore, there would be no adverse impacts requiring mitigation. In fact, the reassignment of traffic from the Taxi/Limo/Auto Drop-offs/Auto Pick-ups (in and out trips each hour) to the new Park Place garage by auto (in or out trips each hour) would reduce traffic at the majority of intersection movements, an overall net benefit to traffic conditions in the study area.

Of the 10 intersections analyzed, 5 and 7 intersections would experience a decrease in overall intersection delay during the AM and PM peak hours, respectively, with the Park Place garage in place.

CONCLUSION

The construction of the Park Place garage would provide relief to the existing high demand for airport parking by providing an additional 1,450 parking spaces (the DEIS analyzed a 1,450 space garage, the number of spaces has been reduced to 1,380). The greater availability of parking would encourage many travelers who currently take taxis, limousines, or are dropped off/picked up at the airport to drive themselves to the airport, thus reducing the number of trips to the airport. Drivers would also spend less time traveling between the various airport parking facilities looking for parking spaces. Usage of the Park Place garage would also reduce the number of vehicle trips actually entering the airport terminal area as a limited number of shuttle buses would transport passengers from the Park Place garage to the airport terminal. As demonstrated by the trip generation calculations, these factors would result in an overall reduction in the number of vehicle trips across the traffic network. In the applicant's opinion, there would be no adverse traffic impacts that would require mitigation.

B. EXISTING CONDITIONS

ROADWAY NETWORK

To assess the potential traffic impacts that are associated with the development of the project, 9 key intersections were identified that would most likely be affected by the project-generated traffic (see **Figure 13-1**). The intersections are:

1. NYS Route 120 and Gateway Lane (Signalized)
2. NYS Route 120 and New King Street (Signalized)
3. NYS Route 120 and Airport Road (Signalized)

4. Airport Road and the Southbound I-684 Ramps (Unsignalized)
5. Airport Road and the Northbound I-684 Ramps (Unsignalized)
6. NYS Route 120 and Lake Street (Unsignalized)
7. Airport Road and Rye Lake Avenue/Westchester County Airport Driveway (Unsignalized Roundabout)
8. King Street and Rye Lake Avenue/Tudor Group Driveway (Signalized)
9. Airport Road and New King Street (Unsignalized)

A tenth intersection, New King Street and the Project Site Driveway would be evaluated for Build conditions when the parking structure is completed and actively operating.

The intersections selected for analysis in the traffic study area were selected based on consultations with the Town of North Castle and the New York State Department of Transportation (NYSDOT) and those intersections that were anticipated to be along principal routes to and from the airport and the proposed garage.

The following is a brief description of the major roadways within the study area:

- *Interstate 684 (I-684).* I-684 is a major north-south interstate highway that generally provides three moving lanes in each direction within the study area. Full access to both directions of traffic is available from Airport Road via 4 ramps to and from I-684. I-684 is under the jurisdiction of the New York State Department of Transportation (NYSDOT).
- *NYS Route 120 (Purchase Street).* NYS Route 120 is a major two-way north-south arterial that ranges in width from approximately 29 to 71 feet within the study area. NYS Route 120 generally provides one to two moving lanes in each direction within the study area. Parking is prohibited along NYS Route 120 within the study area. NYS Route 120 is a New York State owned roadway.
- *King Street (NYS Route 120A).* King Street is a major two-way north-south arterial that ranges in width from approximately 32 to 42 feet within the study area. King Street generally provides one moving lane in each direction within the study area. Parking is prohibited along King Street within the study area. King Street straddles the New York/Connecticut border in portions of the study area and traverses through the Town of Greenwich, Connecticut within the study area. King Street is a New York State owned roadway in New York (designated as NYS Route 120A) and a local roadway in Connecticut.
- *Airport Road.* Airport Road serves as a connector roadway between I-684, NYS Route 120, and Westchester County Airport. Airport Road traverses in an east-west direction in the vicinity of I-684 and NYS Route 120 and in a north-south direction in the vicinity of Westchester County Airport. Airport Road is a two-way roadway between I-684 and NYS Route 120, as well as between New King Street and its terminus at the Westchester County Airport and generally provides one moving lane in each direction. Between NYS Route 120 and New King Street, Airport Road is a one-way eastbound roadway. Within the study area Airport Road ranges in width from approximately 29 to 47 feet. Airport Road is under the jurisdiction of Westchester County.
- *Lake Street.* Lake Street is a local roadway and arterial which connects with NYS Route 120 in the southern portion of the study area. Lake Street serves as a direct route between the Westchester County Airport and the City of White Plains. Lake Street provides one moving lane in each direction and is approximately 29 feet wide in the study area. According to the

Westchester County Department of Planning, although Lake Street is under local jurisdiction, local planning and zoning actions on this road are subject to referral to the Westchester County Planning Board, as would be a County owned roadway.

- *Gateway Lane (NYS Route 120A).* Gateway Lane serves as an east-west connector road between NYS Route 120 and King Street and is approximately 28 feet wide in the study area. Gateway Lane generally provides one moving lane in each direction. The eastern portion of Gateway Lane is in Greenwich, Connecticut, where it is a local roadway; the western portion is in New York, where it is also designated as NYS Route 120A and is under the jurisdiction of NYSDOT.
- *Rye Lake Avenue.* Rye Lake Avenue serves as an east-west connector road between Airport Road and King Street and is approximately 37 feet wide in the study area. Rye Lake Avenue generally provides one moving lane in each direction. Most of Rye Lake Avenue is in Greenwich, Connecticut, where it is a local roadway; a small section of the western portion is in New York, where it is also a local roadway.
- *New King Street.* New King Street is a local one-way street and is approximately 27 feet wide in the study area. New King Street generally provides one moving lane along its length.
- *Westchester County Airport Driveway, Tudor Group Driveway.* These are private driveways, ranging in width from approximately 25 to 35 feet. Each of these driveways provides one moving lane in each direction.

The lane configurations and traffic controls for the study area roadways and intersections are shown in **Figure 13-2**.

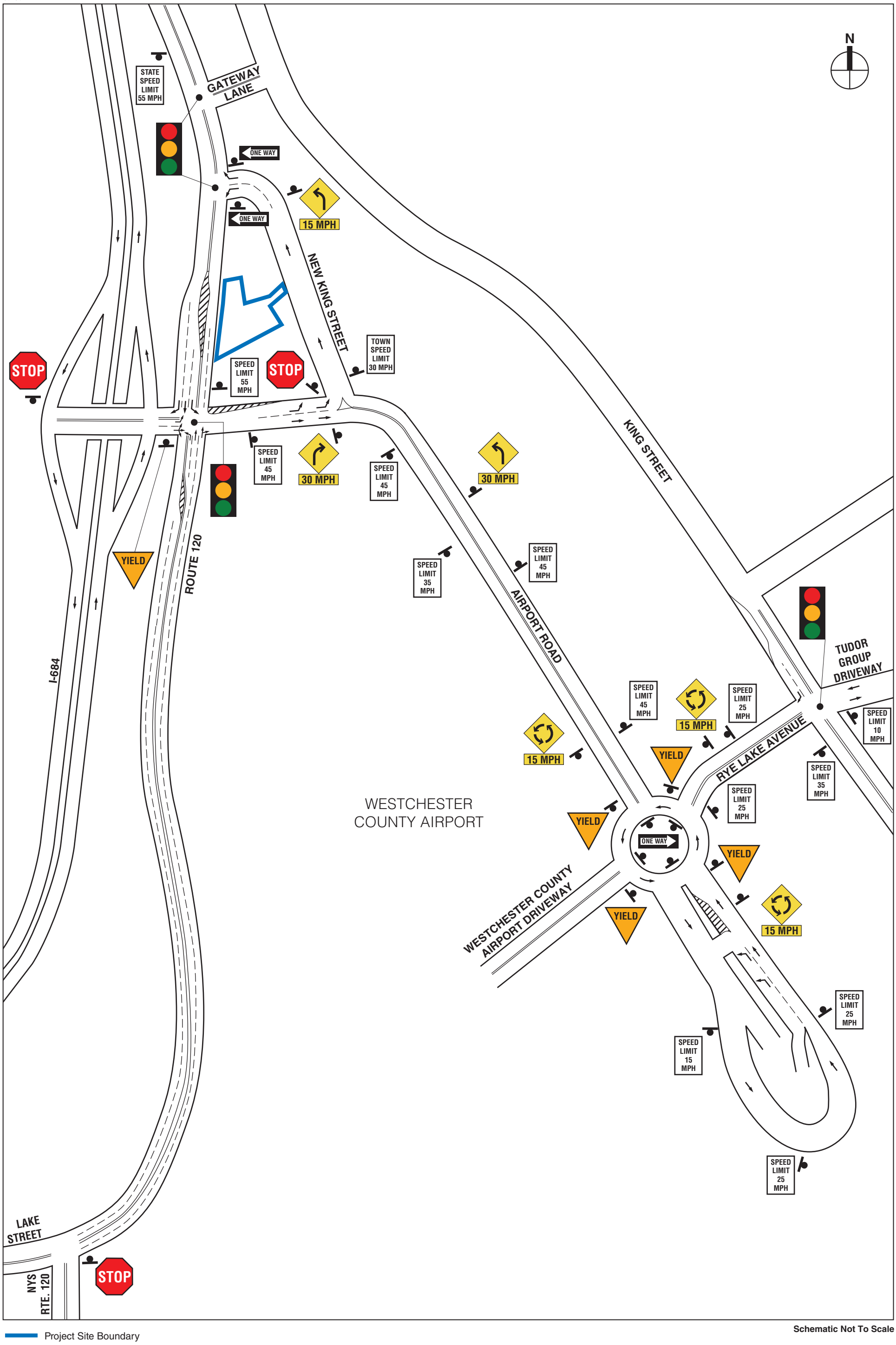
INTERSECTION CAPACITY ANALYSIS METHODOLOGY

It was determined as per the Town scoping document that the Synchro traffic analysis software would be used to perform capacity analyses at the study area intersections. For signalized intersections, Synchro has two analysis methodologies available to the user: (1) the Percentile Delay Methodology, native to Synchro (utilized in this study); and (2) the methodologies presented in the 2000 *Highway Capacity Manual (HCM)* for signalized intersections. For unsignalized intersections, only the HCM methodology is available. These methodologies are described in greater detail below.

SIGNALIZED INTERSECTION CAPACITY ANALYSIS METHODOLOGY

The operation of signalized intersections in the study area was analyzed applying the Percentile Delay Methodology included in the Synchro traffic signal software. This methodology builds on the methodology presented in the 2000 *Highway Capacity Manual (HCM)* for signalized intersections and in addition, accounts for variations in traffic flow which often occur with the presence of actuated signals. This procedure evaluates signalized intersections for average control delay per vehicle and level of service (LOS).

LOS for the signalized intersections is based on the average control delay per vehicle for the various lane group movements within the intersection. Control delay is equal to stopped delay times 1.3. This delay is the basis for a LOS determination for individual lane groups, each approach as a whole, and the overall intersection.



Project Site Boundary

Schematic Not To Scale

Study Area Roadway Configurations and Traffic Controls
Figure 13-2

The control delay criteria for the range of service levels for signalized intersections are shown in **Table 13-1**. The control delay criteria for the Percentile Delay Methodology utilized in Synchro is identical to the control delay criteria used in the *HCM* methodology.

Table 13-1
LOS Criteria for Signalized Intersections

Level-of-Service (LOS)	Control Delay Per Vehicle
A	≤ 10.0 seconds
B	>10.0 and ≤ 20.0 seconds
C	>20.0 and ≤ 35.0 seconds
D	>35.0 and ≤ 55.0 seconds
E	>55.0 and ≤ 80.0 seconds
F	>80.0 seconds
Sources: Transportation Research Board. *Highway Capacity Manual*, 2000.	

Although the *HCM* methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay indicates an optimization of traffic flow—when an approach, or the whole intersection, processes traffic close to its theoretical maximum with a minimum amount of delay. However, very high v/c ratios—especially those greater than 1.0—often correlate with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle breakdowns are frequent. The *HCM* methodology provides for a summary of the total intersection operating conditions. The analysis chooses the two critical movements (the worst case from each roadway) and calculates a summary critical v/c ratio, delay, and LOS.

UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS METHODOLOGY

The LOS criteria for unsignalized intersections are summarized in **Table 13-2**. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. For unsignalized intersections, the Synchro traffic signal software only utilizes the *HCM* methodology for intersection analysis.

Table 13-2
LOS Criteria for Unsignalized Intersections

Level-of-Service (LOS)	Control Delay Per Vehicle
A	≤ 10.0 seconds
B	>10.0 and ≤ 15.0 seconds
C	>15.0 and ≤ 25.0 seconds
D	>25.0 and ≤ 35.0 seconds
E	>35.0 and ≤ 50.0 seconds
F	>50.0 seconds
Sources: Transportation Research Board. *Highway Capacity Manual*, 2000.	

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. In addition, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than at signalized intersections. For these reasons, it is considered that the average control delay threshold for any given LOS is less for an unsignalized than for a signalized intersection. The LOS for a Two-Way Stop Control intersection is determined by the control delay and is defined for each minor movement.

TRAFFIC CONDITIONS

Existing weekday peak traffic volumes on the study area roadways were established based on traffic counts conducted in November and December 2008, and February and November 2009. The counts consisted of manual and Automatic Traffic Recorder (ATR) counts conducted at various locations throughout the study area. Field inventories of roadway geometry, signal timings/phasings, bus stop presence, and parking regulations/activities were also conducted to provide the appropriate inputs to the operational analyses.

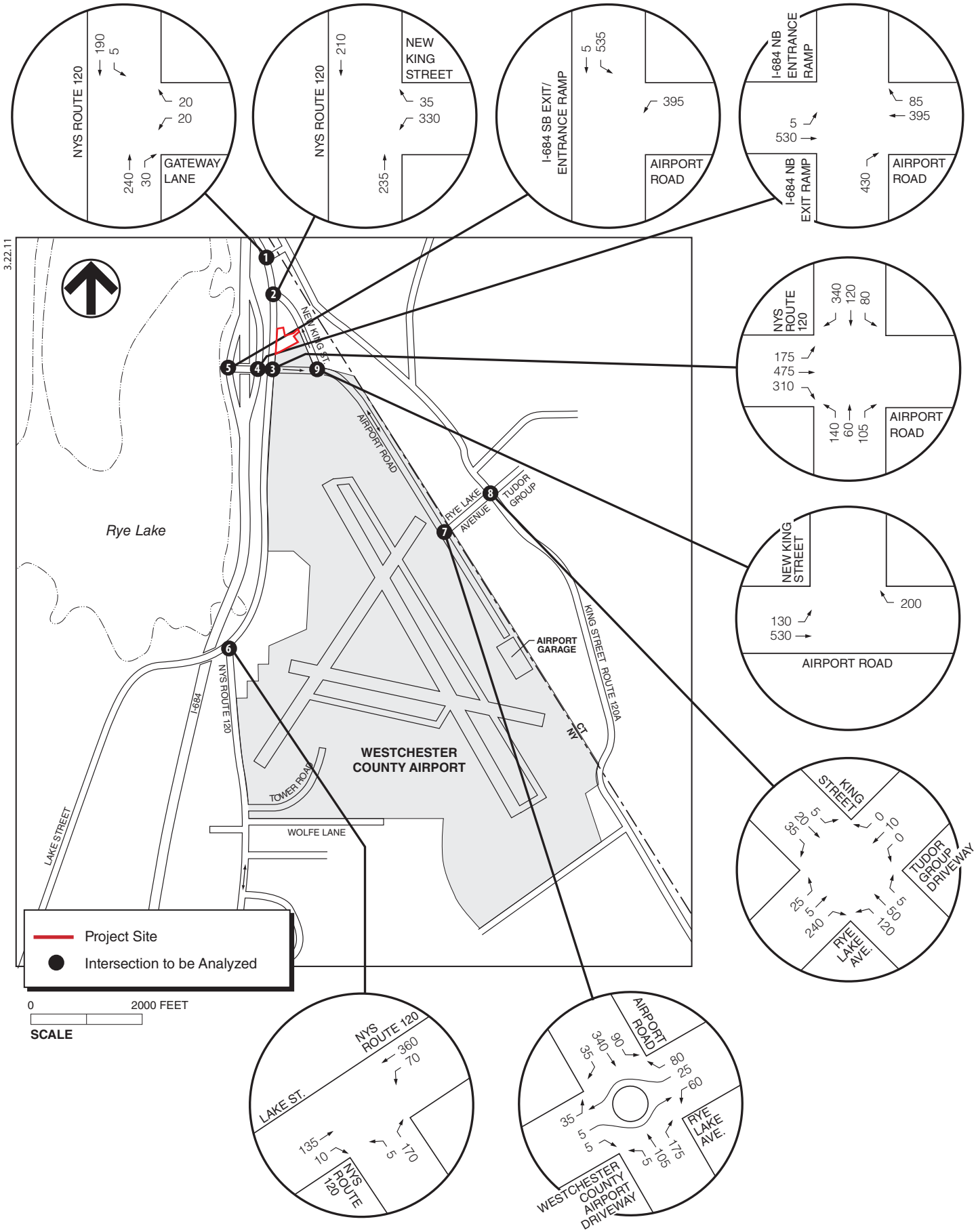
Figures 13-3 and **13-4** show the roadway volumes in the study area for existing conditions for the peak hours analyzed.

The peak hours of the roadway network are as follows:

- AM Peak Hour – 8:00 AM to 9:00 AM
- PM Peak Hour – 4:15 PM to 5:15 PM

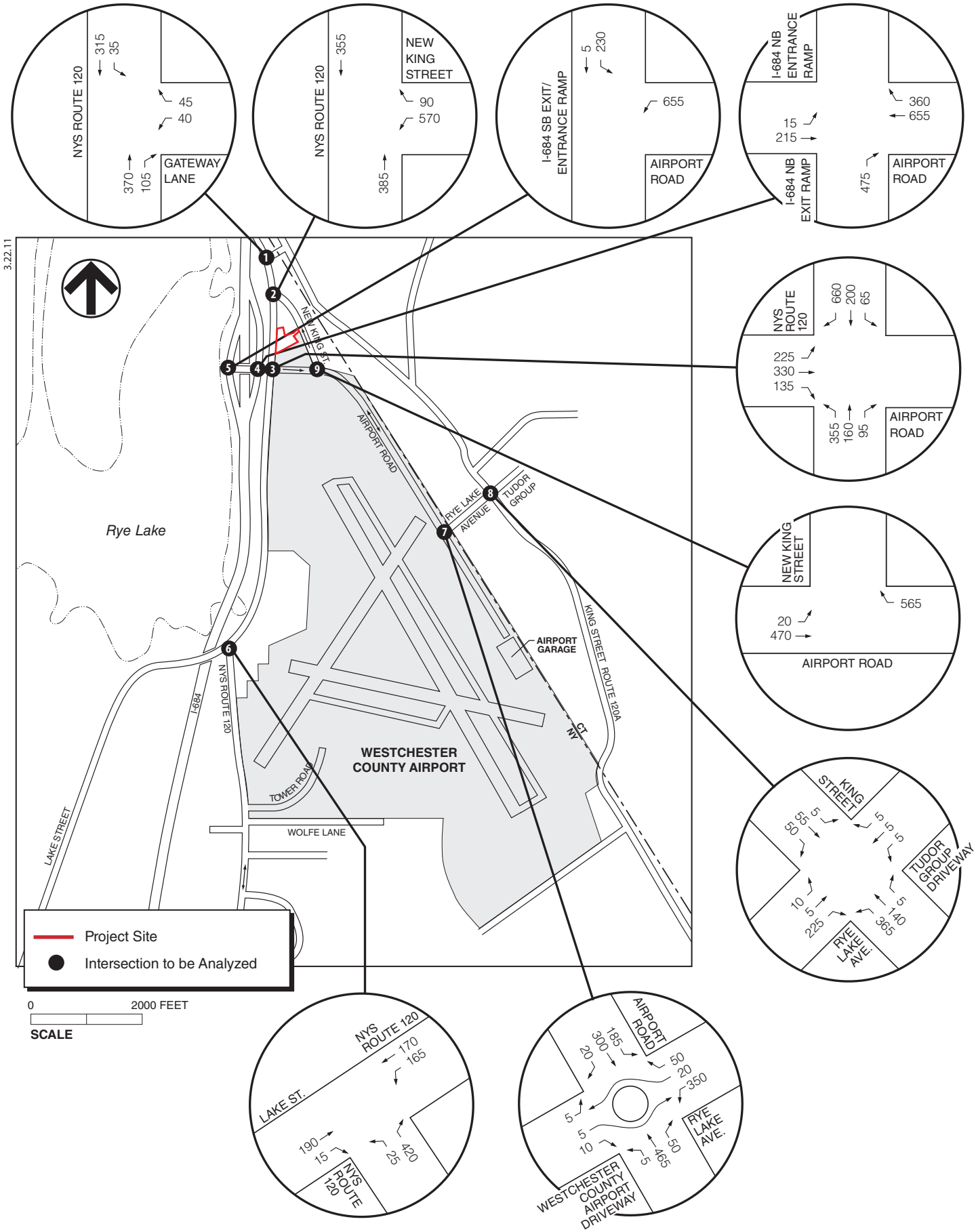
Saturday conditions were not analyzed as the ATR count data indicated that Saturday daily traffic volumes were notably less than the weekday daily traffic volumes. As shown in **Table 13-3**, the daily traffic volumes on the Saturdays at locations where ATR counts were conducted were between approximately 30 to 75 percent less compared to the weekday daily traffic volumes. As the notably lower Saturday volumes would not reveal any additional operational deficiencies in the traffic network when compared with the higher weekday volumes, an analysis of Saturday conditions was concluded to be unnecessary. It is important to note that although the peak hours of the roadway network are generally the hours shown above, the traffic volumes shown in **Figures 13-3** and **13-4** represent the highest volumes recorded within the traffic count period at each study area intersection, some of which may not fall within the peak hours listed above. The utilization of the highest volumes recorded provide for a conservative analysis. The data was then analyzed using the Synchro Percentile Delay methodology for signalized intersections and the *HCM* methodology for unsignalized intersections to compute delays, v/c ratios, and LOS as described above (see Appendix J for the Synchro outputs for the study area intersections).

As shown in **Table 13-4** the lane groups/approaches of the signalized intersections in the study area generally operate acceptably at LOS D or better (for developed areas, LOS D or better



2008 Existing Traffic Volumes
AM Peak Hour (8:00 - 9:00 AM)

Figure 13-3



2008 Existing Traffic Volumes
PM Peak Hour (4:15 - 5:15 PM)

Figure 13-4

generally indicates acceptable operating conditions) under 2008 Existing Conditions during the peak hours analyzed with the following exceptions:

- The northbound NYS Route 120 left-turn lane group at Airport Road operates unacceptably at LOS E during the AM peak hour.
- The southbound NYS Route 120 through lane group at Airport Road operates unacceptably at LOS E during the AM peak hour.

Table 13-3
Total Daily ATR Count Volumes

	Wednesday, 11/26/2008				Saturday, 11/29/08					Saturday, 12/6/08				
ATR Location	**NB**	**SB**	**EB**	**Total**	**NB**	**SB**	**EB**	**Total**	**% Change[(1)]**	**NB**	**SB**	**EB**	**Total**	**% Change[(1)]**
Rye Lake Road, north of Airport Road	2,835	3,726		**6,561**	2,054	2,340		**4,394**	**-33%**	1,823	2,409		**4,232**	**-35%**
Eastbound Airport Road (left turn lane), west of New King Street			493	**493**			115	**115**	**-77%**			141	**141**	**-71%**
Northbound Airport Exit	6,033			**6,033**	4,014			**4,014**	**-33%**	2,773			**2,773**	**-54%**
Northbound NYS Route 120, south of Airport Road	3,709			**3,709**	1,818			**1,818**	**-51%**	2,225			**2,225**	**-40%**
Southbound NYS Route 120, south of New King Street		9,704		**9,704**		5,702		**5,702**	**-41%**		5,314		**5,314**	**-45%**
Southbound I-684 Exit Ramp		4,041		**4,041**		2,491		**2,491**	**-38%**		2,577		**2,577**	**-36%**
Eastbound Airport Road, east of NYS Route 120			5,881	**5,881**			3,881	**3,881**	**-34%**			3,562	**3,562**	**-39%**
Northbound I-684 Exit Ramp	5,684			**5,684**	2,805			**2,805**	**-51%**	2,937			**2,937**	**-48%**
Southbound Airport Entrance		8,013		**8,013**		5,479		**5,479**	**-32%**		4,032		**4,032**	**-50%**
Northbound New King Street, north of Airport Road	5,743			**5,743**	3,681			**3,681**	**-36%**	3,265			**3,265**	**-43%**

Notes: (1) "-" value indicates that the 11/26/08 volumes were higher.

Table 13-4
2008 Existing Conditions LOS Summary

No.	Intersection	Approach	Lane Group	8:00 - 9:00 AM V/C Ratio	8:00 - 9:00 AM Delay (SPV)	8:00 - 9:00 AM LOS	4:15 - 5:15 PM V/C Ratio	4:15 - 5:15 PM Delay (SPV)	4:15 - 5:15 PM LOS
Signalized Intersections									
1	NYS Route 120 & Gateway Lane	WB	LR	0.21	18.9	B	0.40	19.6	B
		NB	TR	0.22	1.0	A	0.49	3.1	A
		SB	LT	0.25	2.7	A	0.37	4.2	A
		INT			2.9	A		4.9	A
2	NYS Route 120 & New King Street	WB	L	0.74	31.6	C	0.87	35.8	D
			R	0.08	6.0	A	0.14	3.9	A
		NB	T	0.24	8.3	A	0.44	14.2	B
		SB	T	0.20	7.1	A	0.40	11.0	B
		INT			17.4	B		21.4	C
3	Airport Road & NYS Route 120	EB	L	0.16	5.1	A	0.28	15.3	B
			LTR	0.86	18.6	B	0.69	22.6	C
		NB	L	0.73	59.3	E	0.83	43.9	D
			TR	0.39	20.9	C	0.52	25.1	C
		SB	L	0.31	41.2	D	0.12	15.2	B
			T	0.59	56.4	E	0.61	37.7	D
			R	0.28	1.4	A	0.64	6.8	A
		INT			21.3	C		21.8	C
8	King Street & Rye Lake Avenue/Tudor Group Driveway	EB	LTR	0.46	5.3	A	0.43	5.2	A
		WB	LT	0.05	14.5	B	0.04	12.5	B
		NB	LTR	0.32	11.3	B	0.78	21.1	C
		SB	LT	0.03	8.6	A	0.08	7.1	A
			R	0.05	3.3	A	0.08	2.3	A
		INT			7.8	A		14.1	B
Unsignalized Intersections									
4	Airport Road & Northbound I-684 Ramps	EB	LT	0.01	0.3	A	0.05	1.9	A
		NB	R	0.95	58.3	F	0.66	17.8	C
5	Airport Road & Southbound I-684 Ramps	WB	L	0.28	8.1	A	0.45	9.0	A
		SB	LT	2.91	**	F	3.80	**	F
6	NYS Route 120 & Lake Street	WB	LT	0.06	3.2	A	0.13	6.3	A
		NB	LR	0.29	11.0	B	0.66	19.1	C
7	Airport Road & Rye Lake Avenue/Westchester County Airport Driveway[(1)]	EB	TR	0.14	-	-	0.07	-	-
		WB	TR	0.25	-	-	0.83	-	-
		NB	TR	0.32	-	-	0.60	-	-
		SB	TR	0.50	-	-	0.79	-	-
9	Airport Road & New King Street	EB	L	0.19	10.8	B	0.05	13.5	B

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; INT = Intersection.
L = Left-Turn; T = Through; R = Right-Turn.
V/C = Volume to Capacity; SPV = Seconds per Vehicle; LOS = Level of Service.
** indicates a calculated delay greater than 240.0 seconds
(1) Synchro does not calculate delay and LOS for roundabouts, only a range of v/c ratios. The highest v/c ratios are presented.

As shown in **Table 13-4** the lane groups/approaches of the unsignalized intersections in the study area generally operate acceptably at LOS D or better (for developed areas, LOS D or better indicates acceptable operating conditions) under 2008 Existing Conditions during the peak hours analyzed with the following exceptions:

- The northbound I-684 Ramp approach at Airport Road operates unacceptably at LOS F during the AM peak hour.
- The southbound I-684 Ramp approach at Airport Road operates unacceptably at LOS F during both the AM and PM peak hours.

PARKING CONDITIONS

The project site currently has a surface parking lot of approximately 35 spaces. This lot is accessed via a two-lane driveway along New King Street.

The existing Westchester County Airport parking facility consists of an approximately 1,100 space parking garage adjacent to the airport terminal. In addition to this parking facility, there are overflow parking areas at the airport which provide approximately 400 additional parking spaces. Drivers must pay to park at both the parking garage and the overflow parking areas. The airport also provides a cell phone parking area where drivers can wait to receive phone calls from passengers on arriving flights before approaching the terminal to pick up passengers. A rental car parking lot also exists at the airport where employees of the rental car companies and the rental car fleet vehicles park.

The existing parking garage typically fills to capacity and drivers often must seek parking in the overflow parking areas. It was observed during the counts conducted during the Thanksgiving Holiday (peak travel period), that the garage was at capacity and the overflow parking lot was at or near capacity during certain times of the day. The rental car parking lot is also known to fill up and rental cars and rental car company employees must look for parking in other locations. Due to the general shortage of parking at the airport, signage in various parts of the airport and public campaigns across various media outlets are in place to discourage travelers from driving to the airport. Westchester County provided a new release in January 2010 which urged travelers to get a ride to the airport, rather than drive, during holiday travel periods as there would not be enough parking at the airport during those times. Overall, the existing parking facilities at the airport do not meet the existing demand for parking at the airport.

Private parking facilities exist for the other land uses in the study area which include airport hangar buildings, private homes, businesses, office buildings, schools, and houses of worship.

PEDESTRIAN CONDITIONS

Pedestrian traffic is generally light in the study area. Outside of the airport property, there are no pedestrian facilities such as sidewalks and crosswalks provided along the study area roadways.

MASS TRANSIT CONDITIONS

Public bus service is offered in the study area. The Westchester County Bee-Line Bus System operates the following bus route within the study area: Route 12 ("Yorktown-Purchase-White Plains"). Route 12 offers service to central and northern Westchester County and makes 3 stops at Westchester County Airport during the AM peak hour and 2 stops at the airport during the PM peak hour. Route 12 makes stops at the White Plains Transcenter (railroad station and bus

terminal) where connections are available to rail service via Metro North Railroad's Harlem line as well as several local and regional bus routes.

In 2001, the Airlink bus route was created to respond to demand for bus transportation to the airport and to provide direct service from the White Plains Transcenter to Westchester County Airport. The Airlink route was in use for several years and was terminated in February 2010 due to low ridership.

ACCIDENT ANALYSIS

Tables 13-5 and 13-6 present a summary of the most recent three year's traffic accident data for the study area intersections and roadway segments compiled from NYSDOT records for the period of May 1, 2007 through April 30, 2010. A review of this data shows that the intersection of NYS Route 120 and Airport Road experienced the largest number of accidents (7) over the three year period studied with the largest number of accidents (4) occurring in 2009. Intersections not listed in **Tables 13-5 and 13-6** indicate that the NYSDOT records did not show accident data for those intersections.

A majority of the accidents that occurred at the study area intersections and roadway segments were vehicle-to-vehicle accidents. The accidents were caused by a number of factors including failure to yield right of way, speeding, and improper lane usage and turning movements. The nature of the accidents varied along with the time of day, day of the week, and road surface conditions of the accidents. Other accident types that occurred in notably smaller numbers (approximately 1 to 2 accidents of each type over the three year period studied) were collisions with sign posts, bicyclists, and guide rails.

Most accidents resulted in 0 to 2 persons injured. No fatalities were reported in the accident data records.

C. FUTURE WITHOUT THE PROPOSED PROJECT

TRAFFIC CONDITIONS

The No Build traffic condition is an interim scenario that establishes a future baseline condition. No Build traffic conditions are ascertained based on a number of factors: (1) improvements in the study area road network that are planned or underway; (2) traffic from general population growth in the local area (i.e., "background growth"); and (3) traffic from identified development projects in the project site vicinity.

No major roadway improvements in the study area roadway network were identified. A 2.5 percent annual growth factor was used in this traffic study (the use of a 2.5 percent growth factor is conservative, the scope of work required a 2.0 percent growth factor). As some of the nearby municipalities did not provide information of planned development projects, the additional 0.5 percent was added to the growth factor to account for any planned development projects that would occur in those municipalities. This would result in an overall growth rate of 10 percent for the 2012 No Build Year. No development projects were identified in the project site vicinity. Any development projects that may occur in the study area would be accounted for in the growth factor.

Peak hour traffic volumes for the AM and PM peak hours analyzed are shown in **Figures 13-5** and **13-6**, respectively, for the 2012 No Build conditions.

Table 13-5
Accident Data Detail (2007-2010)*

Location	Year	Date	Day	Time	Type	# of Injuries	# of Vehicles	Apparent Contributing Factors	Road Surface Conditions
Intersection Locations									
NYS Route 120 @ Gateway Lane	2008	9/26	Friday	1:08 PM	Collision with Motor Vehicle - Left turn (against other car)	1	2	Failure to Yield Right of Way	Dry
	2009	12/8	Tuesday	7:08 AM	Collision with Motor Vehicle - Rear End	0	2	Unsafe Speed, Driver Inattention	Dry
		12/13	Sunday	12:08 PM	Collision with Motor Vehicle - Sideswipe	0	2	Pavement Slippery	Snow/Ice
NYS Route 120 @ New King Street	2007	7/8	Sunday	10:08 AM	Collision with Bicyclist	2	1	Passing or Lane Usage Improperly, Driver Inattention	Dry
	2008	2/21	Thursday	11:08 PM	Collision with Motor Vehicle - Right turn (against other car)	0	2	Unknown	Unknown
		3/21	Friday	10:08 AM	Collision with Motor Vehicle	0	2	Unknown	Dry
		9/25	Thursday	7:08 PM	Collision with Motor Vehicle - Rear End	0	2	Traffic Control Devices Disregarded	Dry
NYS Route 120 @ Airport Road	2008	7/28	Monday	8:08 AM	Collision with Motor Vehicle - Right Angle	2	2	Unknown	Dry
		10/10	Friday	11:08 AM	Collision with Motor Vehicle	0	2	Passing or Lane Usage Improperly	Dry
	2009	7/22	Wednesday	6:08 PM	Collision with Motor Vehicle - Right Angle	2	2	Failure to Yield Right of Way, Brakes Defective	Dry
		8/28	Friday	5:08 PM	Collision with Motor Vehicle - Rear End	1	2	Unknown	Dry
		10/15	Thursday	4:08 PM	Collision with Motor Vehicle	0	2	Turning Improper	Wet
		10/23	Friday	11:08 PM	Collision with Motor Vehicle - Left turn (against other car)	3	2	Turning Improper, Failure to Yield Right of Way	Wet
	2010	2/10	Wednesday	7:08 PM	Collision with Motor Vehicle - Left turn (with other car)	0	2	Lane marking improper or inadequate, pavement slippery	Snow/Ice
Airport Road @ I-684 SB Ramps	2009	3/7	Saturday	2:08 PM	Collision with Motor Vehicle - Left turn (against other car)	0	2	Failure to Yield Right of Way	Dry

Table 13-5 (cont'd)
Accident Data Detail (2007-2010)*

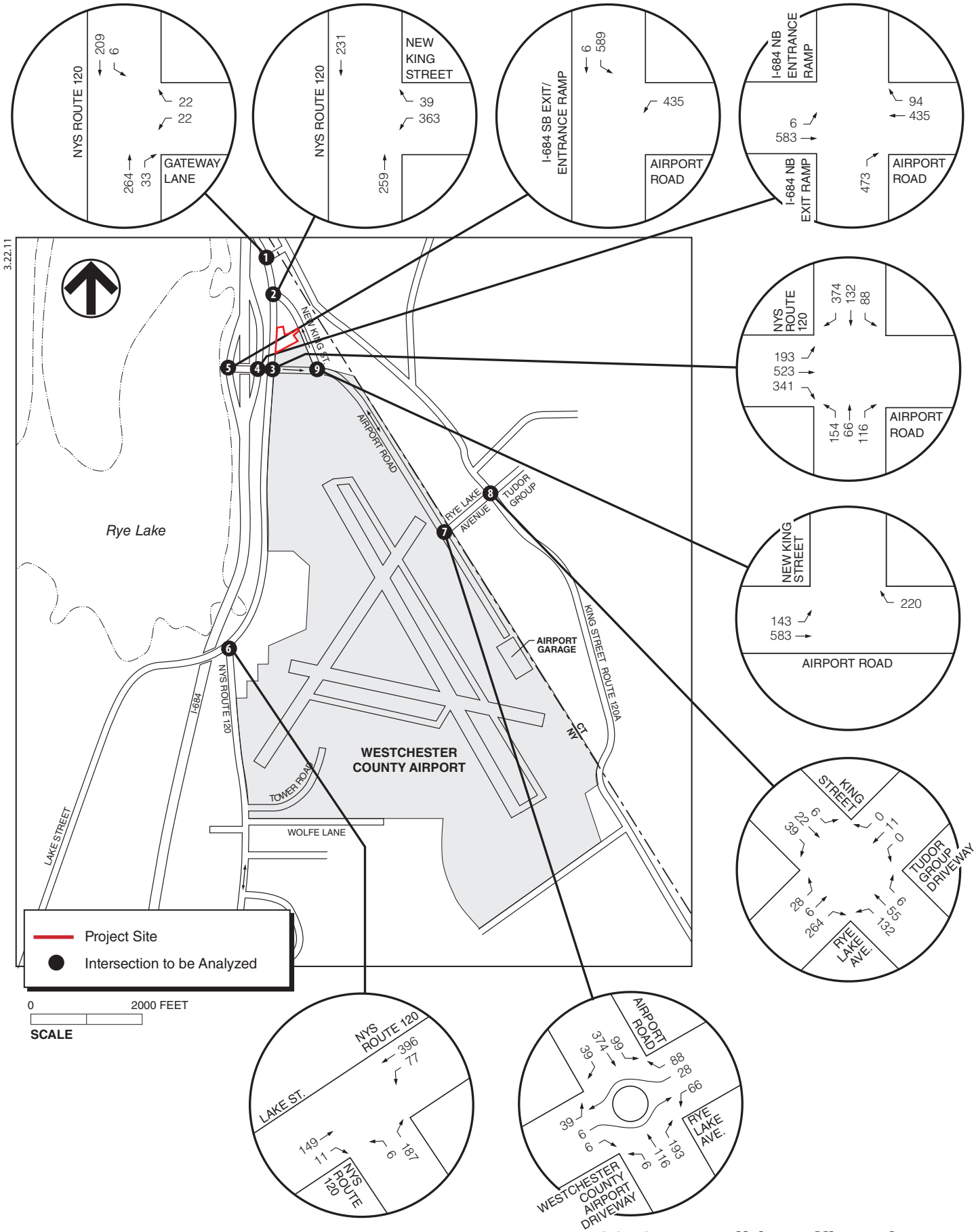
Location	Year	Date	Day	Time	Type	# of Injuries	# of Vehicles	Apparent Contributing Factors	Road Surface Conditions
Intersection Locations (cont'd)									
Airport Road @ Rye Lake Avenue	2008	10/10	Friday	11:08 AM	Collision with Motor Vehicle	0	2	Passing or Lane Usage Improperly	Dry
Airport Road @ New King Street	2007	11/15	Thursday	8:08 AM	Collision with Sign Post	1	1	Pavement Slippery	Wet
		12/4	Tuesday	11:08 AM	Collision with Motor Vehicle	0	2	Turning Improper	Dry
	2008	5/30	Friday	7:08 AM	Collision with Motor Vehicle - Overtaking	0	2	Glare	Dry
Non-Intersection Locations									
Airport Rd. between I-684 SB Ramps and I-684 NB Ramps	2009	5/15	Friday	2:08 AM	Collision with Guide Rail	1	1	Pavement Slippery, Animal's Action	Wet
Airport Rd. between I-684 NB Ramps and NYS Route 120	2010	3/3	Wednesday	8:08 AM	Collision with Motor Vehicle - Rear End	0	2	Following Too Closely, Driver Inattention	Wet
		1/3	Wednesday	9:08 PM	Collision with Motor Vehicle - Right turn (with other car)	1	2	Alcohol Involvement, Turning Improper	Dry
Airport Rd. between NYS Route 120 and New King Street	2007	10/27	Saturday	11:08 PM	Collision with Guide Rail	0	1	Driver Inexperience, Pavement Slippery	Wet
Airport Rd. between New King Street and Rye Lake Avenue	2007	12/19	Wednesday	9:08 AM	Collision with Motor Vehicle	0	2	Backing Unsafely	Dry
NYS Route 120 between Airport Road and New King Street	2009	5/29	Friday	1:08 PM	Collision with Motor Vehicle - Left turn (against other car)	1	2	Unknown	Dry

Notes: *Accident Data for May 1, 2007 through April 30, 2010
Source: New York State Department of Transportation

Table 13-6
Accident Data Summary (2007-2010)*- Number of Accidents

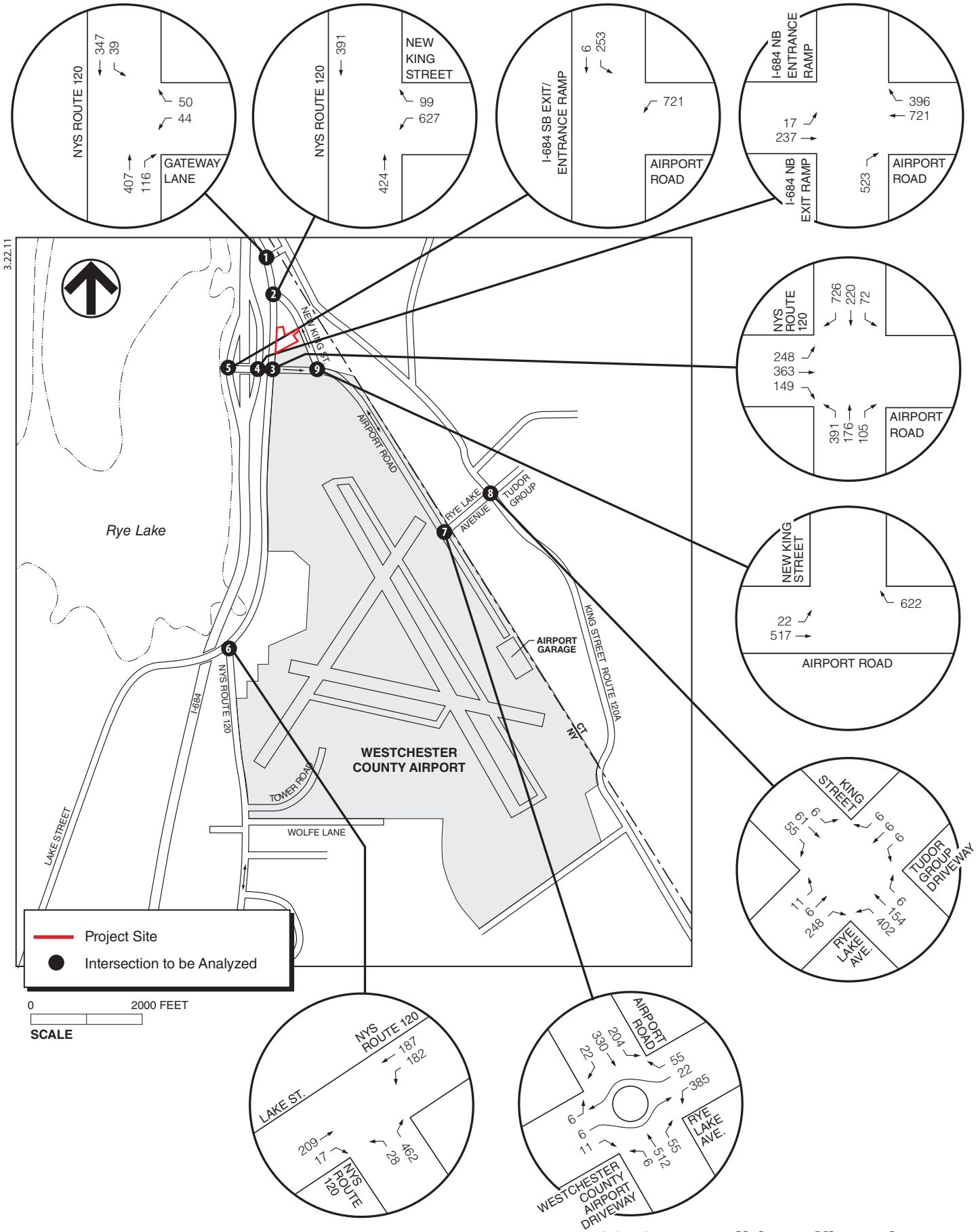
Location	Year				Total # of Accidents
	2007	2008	2009	2010	
Intersection Locations					
NYS Route 120 @ Gateway Lane	0	1	2	0	3
NYS Route 120 @ New King Street	1	3	0	0	4
NYS Route 120 @ Airport Road	0	2	4	1	7
Airport Road @ I-684 SB Ramps	0	0	1	0	1
Airport Road @ Rye Lake Avenue	0	1	0	0	1
Airport Road @ New King Street	2	1	0	0	3
Non-Intersection Locations					
Airport Rd. between I-684 SB Ramps and I-684 NB Ramps	0	0	1	0	1
Airport Rd. between I-684 NB Ramps and NYS Route 120	0	0	0	2	2
Airport Rd. between NYS Route 120 and New King Street	1	0	0	0	0
Airport Rd. between New King Street and Rye Lake Avenue	1	0	0	0	1
NYS Route 120 between Airport Road and New King Street	0	0	1	0	1
Total	**5**	**8**	**9**	**3**	**24**

Notes: *Accident Data for May 1, 2007 through April 30, 2010
Source: New York State Department of Transportation



2012 No Build Traffic Volumes
AM Peak Hour (8:00 - 9:00 AM)

Figure 13-5



2012 No Build Traffic Volumes
PM Peak Hour (4:15 - 5:15 PM)

Figure 13-6

Table 13-7 presents a comparison of 2008 Existing conditions and 2012 No Build LOS conditions for the study area intersections.

Under the 2012 No Build conditions there would be no notable changes in LOS at any of the lane groups/approaches of the one signalized intersection in the study area.

Under the 2012 No Build conditions there would be no notable changes in LOS at any of the unsignalized study area intersections.

PARKING CONDITIONS

There would be no notable changes in parking conditions on the project site, at the airport, or at other study area land uses under 2012 No Build conditions. Demand for parking at the airport garage and overflow parking areas would continue to be high (over capacity during certain times of the year).

PEDESTRIAN CONDITIONS

No significant changes in pedestrian conditions are expected in the study area under 2012 No Build conditions.

MASS TRANSIT CONDITIONS

No significant changes in mass transit conditions are expected in the study area by the No Build year 2012. It is the policy of the mass transit agencies (Metro-North Commuter Railroad and the Bee-Line Bus System) to adjust their operating schedules to reflect demand as needed.

ACCIDENT ANALYSIS

No significant changes in the accident experience are expected in the study area under 2012 No Build conditions.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

PROJECT TRIP GENERATION

Based on observations conducted at Westchester County Airport garage during peak holiday conditions and the fact that Westchester County discouraged people from driving to the airport because of insufficient parking, there is insufficient parking capacity to accommodate the existing demand.

The number of trips generated by the proposed project was determined by considering the following:

- Traffic generation at three comparable parking facilities (Columbus, OH, Denver, CO, and Pittsburgh, PA) that are comparable in size to the proposed Park Place garage. Data at these facilities showed a general range of hourly vehicle activity of 20 to 30 (in and out) vehicle trips and maximum peak hour activity of approximately 60 (in and out) vehicle trips.
- Traffic generation to and from the airport garage as recorded by ATR counts during the peak Thanksgiving Holiday. The ATR data showed maximum peak hour activity of approximately 127 (in and out) vehicle trips.
- Shuttle bus trips that would be created with the addition of the Park Place garage.

Table 13-7

2008 Existing and 2012 No Build Conditions LOS Summary

No.	Intersection	Approach	AM Peak Hour (8:00 AM - 9:00 AM)								PM Peak Hour (4:15 PM - 5:15 PM)							
			2008 Existing				2012 No Build				2008 Existing				2012 No Build			
			Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS
Signalized Intersections																		
1	NYS Route 120 & Gateway Lane	WB	LR	0.21	18.9	B	LR	0.23	18.8	B	LR	0.40	19.6	B	LR	0.42	19.5	B
		NB	TR	0.22	1.0	A	TR	0.24	1.1	A	TR	0.49	3.1	A	TR	0.54	3.8	A
		SB	LT	0.25	2.7	A	LT	0.28	2.8	A	LT	0.37	4.2	A	LT	0.42	4.8	A
		INT			2.9	A			3.0	A			4.9	A			5.4	A
2	NYS Route 120 & New King Street	WB	L	0.74	31.6	C	L	0.77	32.4	C	L	0.87	35.8	D	L	0.79	24.2	C
			R	0.08	6.0	A	R	0.09	5.7	A	R	0.14	3.9	A	R	0.13	2.4	A
		NB	T	0.24	8.3	A	T	0.27	8.9	A	T	0.44	14.2	B	T	0.57	21.4	C
		SB	T	0.20	7.1	A	T	0.23	7.6	A	T	0.40	11.0	B	T	0.52	17.5	B
		INT			17.4	B			18.0	B			21.4	C			20.3	C
3	Airport Road & NYS Route 120	EB	L	0.16	5.1	A	L	0.18	6.5	A	L	0.28	15.3	B	L	0.32	19.4	B
			LTR	0.86	18.6	B	LTR	0.91	27.3	C	LTR	0.69	22.6	C	LTR	0.79	31.8	C
		NB	L	0.73	59.3	E	L	0.69	57.9	E	L	0.83	43.9	D	L	0.79	40.1	D
			TR	0.39	20.9	C	TR	0.43	22.6	C	TR	0.52	25.1	C	TR	0.62	32.5	C
		SB	L	0.31	41.2	D	L	0.34	44.4	D	L	0.12	15.2	B	L	0.12	14.6	B
			T	0.59	56.4	E	T	0.74	73.6	E	T	0.61	37.7	D	T	0.69	44.5	D
			R	0.28	1.4	A	R	0.31	1.5	A	R	0.64	6.8	A	R	0.75	13.5	B
		INT			21.3	C			26.6	C			21.8	C			27.0	C
8	King Street & Rye Lake Avenue/Tudor Group Driveway	EB	LTR	0.46	5.3	A	LTR	0.50	5.6	A	LTR	0.43	5.2	A	LTR	0.46	5.4	A
		WB	LT	0.05	14.5	B	LT	0.06	14.5	B	LT	0.04	12.5	B	LT	0.05	12.2	B
		NB	LTR	0.32	11.3	B	LTR	0.35	11.8	B	LTR	0.78	21.1	C	LTR	0.87	28.1	C
		SB	LT	0.03	8.6	A	LT	0.04	8.6	A	LT	0.08	7.1	A	LT	0.09	7.1	A
			R	0.05	3.3	A	R	0.06	3.2	A	R	0.08	2.3	A	R	0.09	2.3	A
		INT			7.8	A			8.1	A			14.1	B			17.9	B

Table 13-7 (cont'd)
2008 Existing and 2012 No Build Conditions LOS Summary

No.	Intersection	Approach	AM Peak Hour (8:00 AM - 9:00 AM)								PM Peak Hour (4:15 PM - 5:15 PM)							
			2008 Existing				2012 No Build				2008 Existing				2012 No Build			
			Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS
Unsignalized Intersections																		
4	Airport Road & Northbound I-684 Ramps	EB	LT	0.01	0.3	A	LT	0.02	0.2	A	LT	0.05	1.9	A	LT	0.07	2.3	A
		NB	R	0.95	58.3	F	R	1.13	112.7	F	R	0.66	17.8	C	R	0.75	22.2	C
5	Airport Road & Southbound I-684 Ramps	WB	L	0.28	8.1	A	L	0.30	8.2	A	L	0.45	9.0	A	L	0.50	9.4	A
		SB	LT	2.91	**	F	LT	3.79	**	F	LT	3.80	**	F	LT	5.64	**	F
6	NYS Route 120 & Lake Street	WB	LT	0.06	3.2	A	LT	0.07	3.2	A	LT	0.13	6.3	A	LT	0.15	6.5	A
		NB	LR	0.29	11.0	B	LR	0.33	11.6	B	LR	0.66	19.1	C	LR	0.76	24.8	C
7	Airport Road& Rye Lake Avenue/Westchester County Airport Driveway[1]	EB	TR	0.14	-	-	TR	0.16	-	-	TR	0.07	-	-	TR	0.09	-	-
		WB	TR	0.25	-	-	TR	0.28	-	-	TR	0.83	-	-	TR	0.96	-	-
		NB	TR	0.32	-	-	TR	0.36	-	-	TR	0.60	-	-	TR	0.68	-	-
		SB	TR	0.50	-	-	TR	0.55	-	-	TR	0.79	-	-	TR	0.91	-	-
9	Airport Road & New King Street	EB	L	0.19	10.8	B	L	0.21	11.1	B	L	0.05	13.5	B	L	0.06	14.3	B

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; INT = Intersection.
L = Left-Turn; T = Through; R = Right-Turn.
V/C = Volume to Capacity; SPV = Seconds per Vehicle; LOS = Level of Service.
** indicates a calculated delay greater than 240.0 seconds
(1) Synchro does not calculate delay and LOS for roundabouts, only a range of v/c ratios. The highest v/c ratios are presented.

- Flight schedules at the airport were reviewed and during the AM peak hour, flight activity comprises primarily arrivals and during the PM peak hour, flight activity is balanced between arrivals and departures.

To be conservative, the peak hour project generated activity analyzed in the study was higher than what was recorded at the existing airport garage and at the three comparable facilities (see **Table 13-8**), the trips generated by the existing 9,732 square foot office building were not subtracted from the network, and the study overlayed the peak from the proposed garage over the peak of the traffic network. **Table 13-8** shows the number of trips generated by the proposed project and were calculated as follows:

- The number of vehicle trips that currently arrive for departing and arriving flights at the terminal building and park at existing airport facilities that would now park in the proposed Park Place garage were calculated and subtracted from the traffic network. These trips include Taxi/Limo/Auto Drop-Off trips that currently drop-off passengers at the airport terminal (In and Out trips during the peak hour), Taxi/Limo/Auto Pick-Up Trips that currently pick-up passengers at the airport terminal (In and Out trips during the peak hour), vehicles that currently park in the airport garage (Out trips during the peak hour), and vehicles that currently park in the airport overflow lot that would now park in the Park Place garage (In trips during the AM peak and In and Out trips during the PM peak hour).
- The number of trips reassigned to the Park Place garage from the airport terminal and existing parking facilities were calculated and added to the traffic network. These trips include passengers that used to be dropped-off (Taxi/Limo/Auto Drop-offs) that would now park in the Park Place garage (In trips only), passengers that used to be picked-up (Taxi/Limo/Auto Pick-ups) that would now park in the Park Place garage (Out trips only), and passengers that used to park in the airport overflow lot that would now park in the Park Place garage (In trips during the AM peak hour and In and Out trips during the PM peak hour).
- The number of new trips generated by the new Park Place garage were calculated and added to the traffic network. For the purpose of this analysis, 14 trips represents the maximum number of shuttle bus trips expected per hour with approximately 4 to 7 buses (maximum number of shuttle buses to be used) each making approximately 2 round trips during the peak hours.

As shown in **Table 13-8**, the proposed project would generate a net number of 4 entering trips, and -66 exiting trips during the AM peak hour and 1 entering trip and -46 exiting trips during the PM peak hour along the traffic network. Detailed notes are shown in **Table 13-8** that explain the trip generation.

PROJECT VEHICLE DISTRIBUTION AND ASSIGNMENT

For the purpose of estimating the likely distribution of project-generated trips to and from the project site, a directional distribution of vehicle trips was created for each peak hour using the existing travel patterns in the network (to and from the airport). The project-generated vehicle assignment is based on the trip distribution discussed above. **Figures 13-7** and **13-8** show the basic trip distribution patterns of traffic currently entering and exiting the airport for the AM and PM peak hours, respectively (which is the basis for the assignment to and from the new Park Place garage, see Appendix J). **Figures 13-9** and **13-10** show the net number of project generated vehicle trips for the AM and PM peak hours, respectively. Detailed directional distribution and assignments for the various trip generation components are located in Appendix J.

Table 13-8
Build Peak Hour Trip Generation

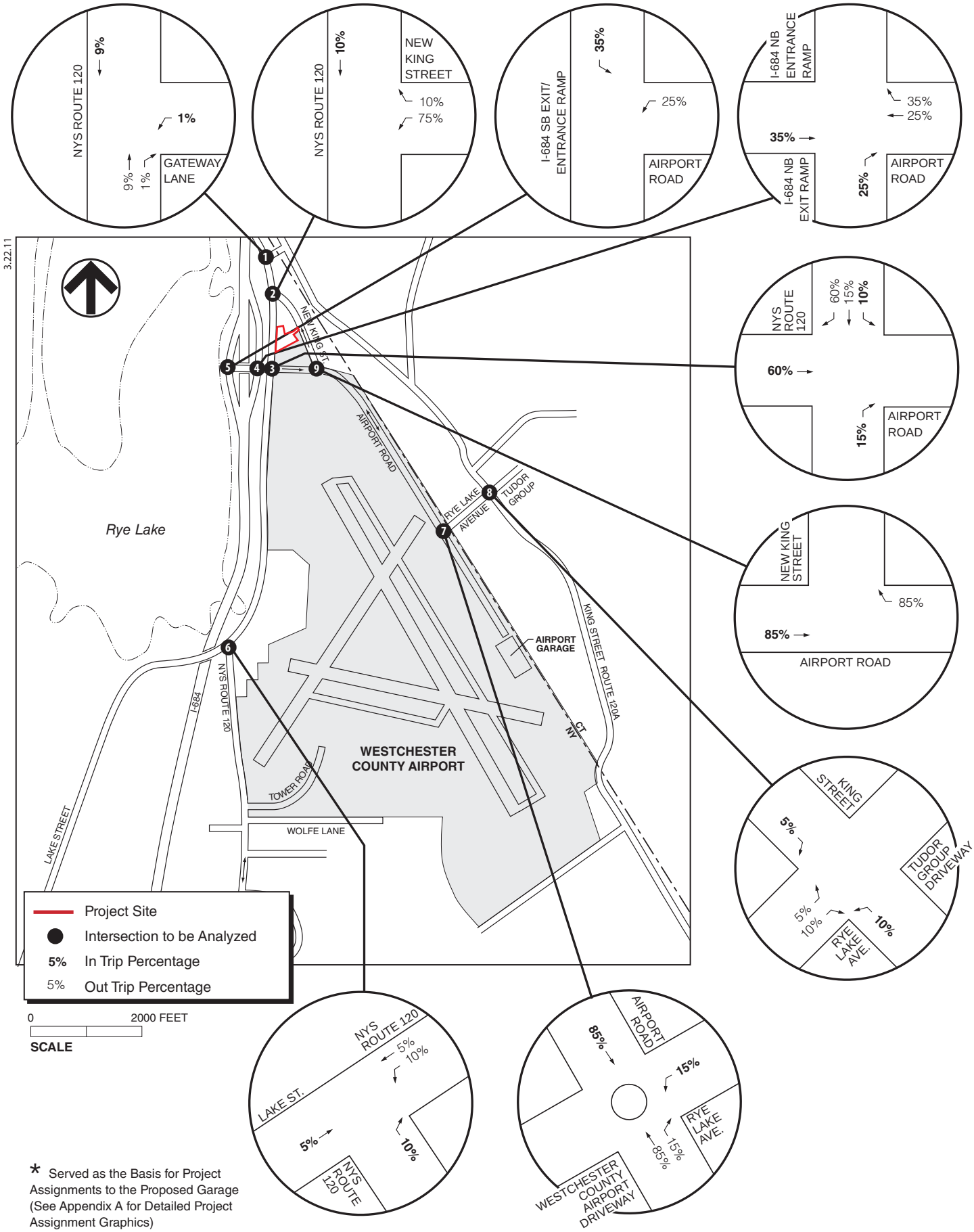
Trip Component	Trip Generation Source	AM Peak Hour		PM Peak Hour	
		In Trips	Out Trips	In Trips	Out Trips
Rerouted Trips (Removed from Traffic Network)	Taxi/Limo/Auto Drop-offs (Departing Flights)[1]	-80	-80	-60	-60
	Taxi/Limo/Auto Pick-ups (Arriving Flights)[2]	-10	-10	-15	-15
	Plane Arrivals (Vehicles Exiting Existing Garage)[3]	0	-15	0	-25
	Overflow Parking Lot[4]	-5	0	-10	-10
TOTAL NUMBER OF TRIPS REROUTED FROM AIRPORT AND EXISTING PARKING FACILITIES		-95	-105	-85	-110
Reassigned Trips to New Park Place Garage(Added to Traffic Network)	Taxi/Limo/Auto Drop-offs (switched to private vehicles)[5]	+80	0	+60	0
	Plane Arrivals (Vehicles Exiting New Garage)[6]	0	+25	0	+40
	Overflow Parking Lot (Shifted to New Garage)[7]	+5	0	+10	+10
Shuttle Bus Trips (Added to Traffic Network)	Shuttle Buses[8]	+14	+14	+14	+14
TOTAL NUMBER OF TRIPS FOR THE PROPOSED PROJECT (Reassigned Trips + Shuttle Buses)		+99	+39	+84	+64
NET TOTAL NUMBER OF TRIPS FOR THE TRAFFIC NETWORK		**+4**	**-66**	**-1**	**-46**

Notes:
(1) These are Taxi/Limo/Auto Drop-Off Trips that currently drop-off passengers at the airport terminal (In and Out trips during the peak hour). These trips would shift from drop-offs and would park in the proposed Park Place garage. Subtracted from the network.
(2) These are Taxi/Limo/Auto Pick-up Trips that currently pick-up passengers at the airport terminal (In and Out trips during the peak hour). These trips would shift from pick-ups and would park in the proposed Park Place garage. Subtracted from the network.
(3) Vehicles that currently park in the airport garage that would now park in the Park Place garage (Out trips during the peak hour). Subtracted from the network.
(4) Vehicles that currently park in the airport overflow lot that would now park in the Park Place garage (In trips during the AM peak and In and Out trips during the PM peak hour). Subtracted from the network.
(5) Passengers that used to be dropped-off (Taxi/Limo/Auto Drop-offs) that now park in the Park Place garage (In trips only). Added to the network.
(6) Passengers that used to be picked-up (Taxi/Limo/Auto Pick-ups) that now park in the Park Place garage (Out trips only). Added to the network.
(7) Passengers that used to park in the airport overflow lot that now park in the Park Place garage (In trips during the AM peak hour and In and Out trips during the PM peak hour). Added to the network.
(8) New Trips generated by the new Park Place garage. Approximately 4 to 7 buses (maximum number of shuttle buses to be used), each making approximately 2 round trips during the peak hours (14 trips represents the maximum expected by hour).

TRAFFIC CONDITIONS

The project-generated traffic volumes described above were added to the No Build traffic volumes to estimate the Build traffic volumes. **Figures 13-11** and **13-12** show the 2012 Build traffic volumes for the AM and PM peak hours, respectively. **Table 13-9** presents a comparison of the 2012 No Build and 2012 Build conditions for the study area intersections.

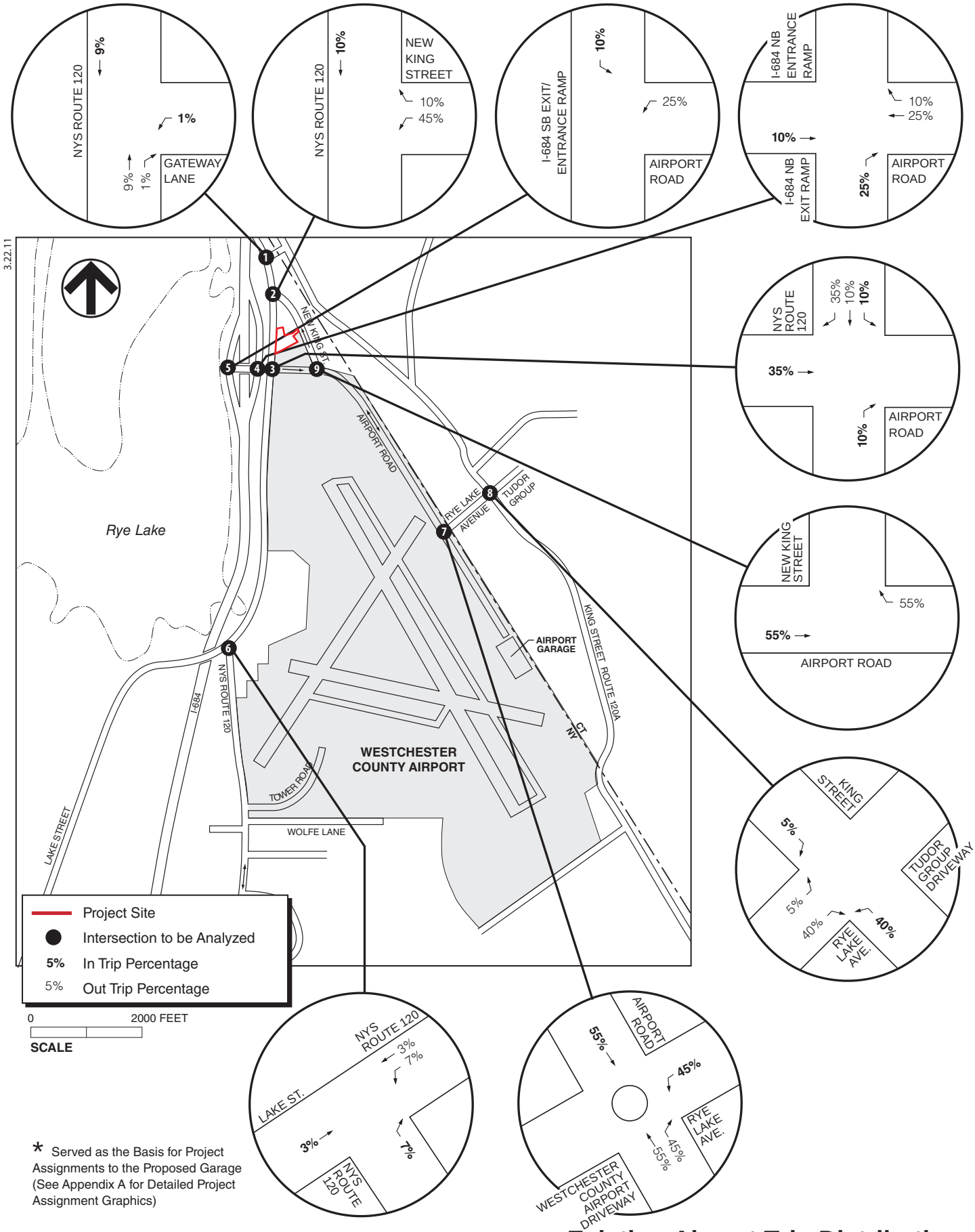
Under the 2012 Build conditions there would no notable changes in LOS at any of the signalized or unsignalized study area intersections when compared with the 2012 No Build conditions. Therefore, there are no impacts requiring mitigation. In fact, the reassignment of traffic from the Taxi/Limo/Auto Drop-offs/Auto Pick-ups (in and out trips each hour) to drive to the new Park Place garage by auto (in or out trips each hour) would reduce traffic at the majority of



* Served as the Basis for Project Assignments to the Proposed Garage (See Appendix A for Detailed Project Assignment Graphics)

Existing Airport Trip Distribution
AM Peak Hour (8:00 - 9:00 AM)

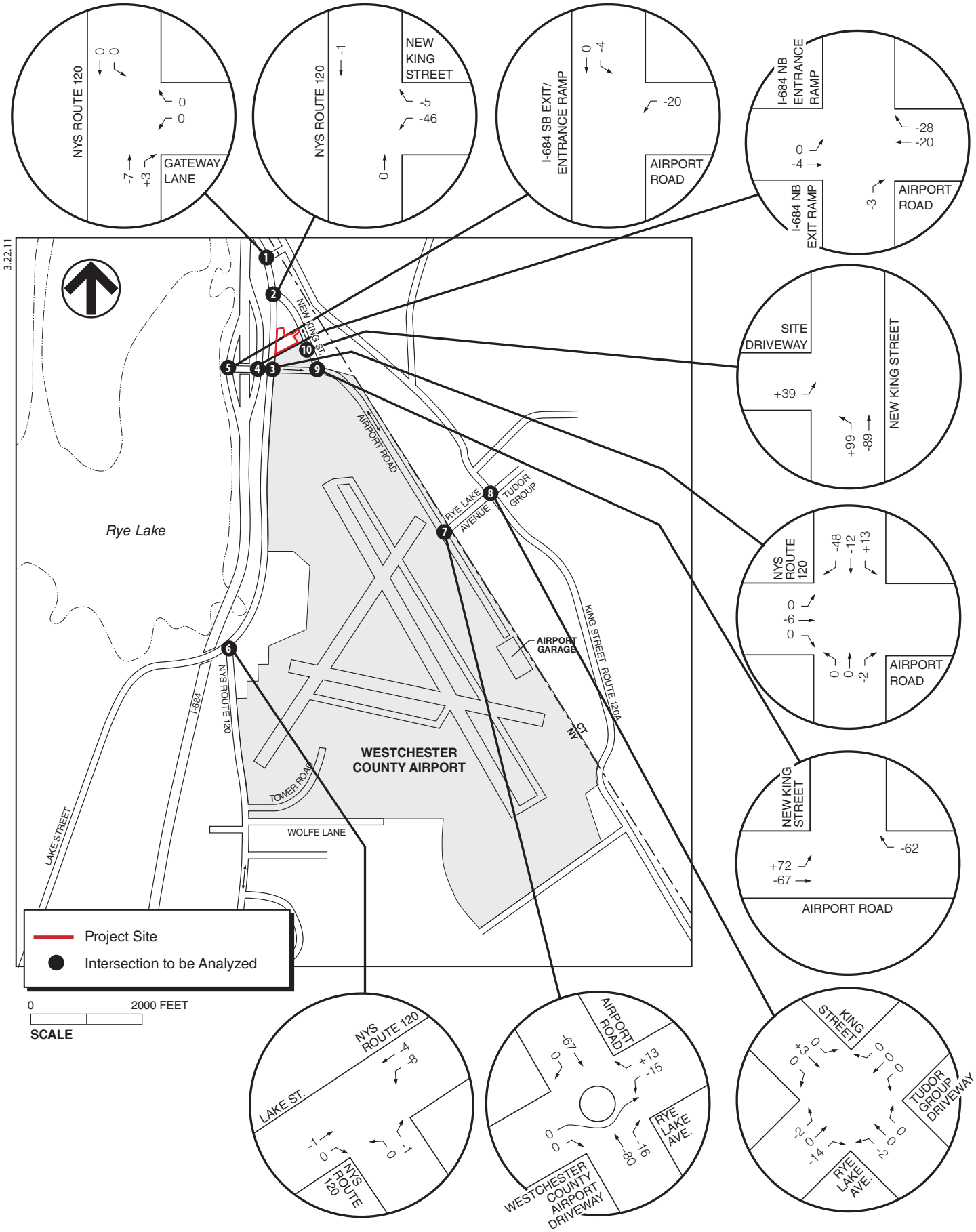
Figure 13-7*



* Served as the Basis for Project Assignments to the Proposed Garage (See Appendix A for Detailed Project Assignment Graphics)

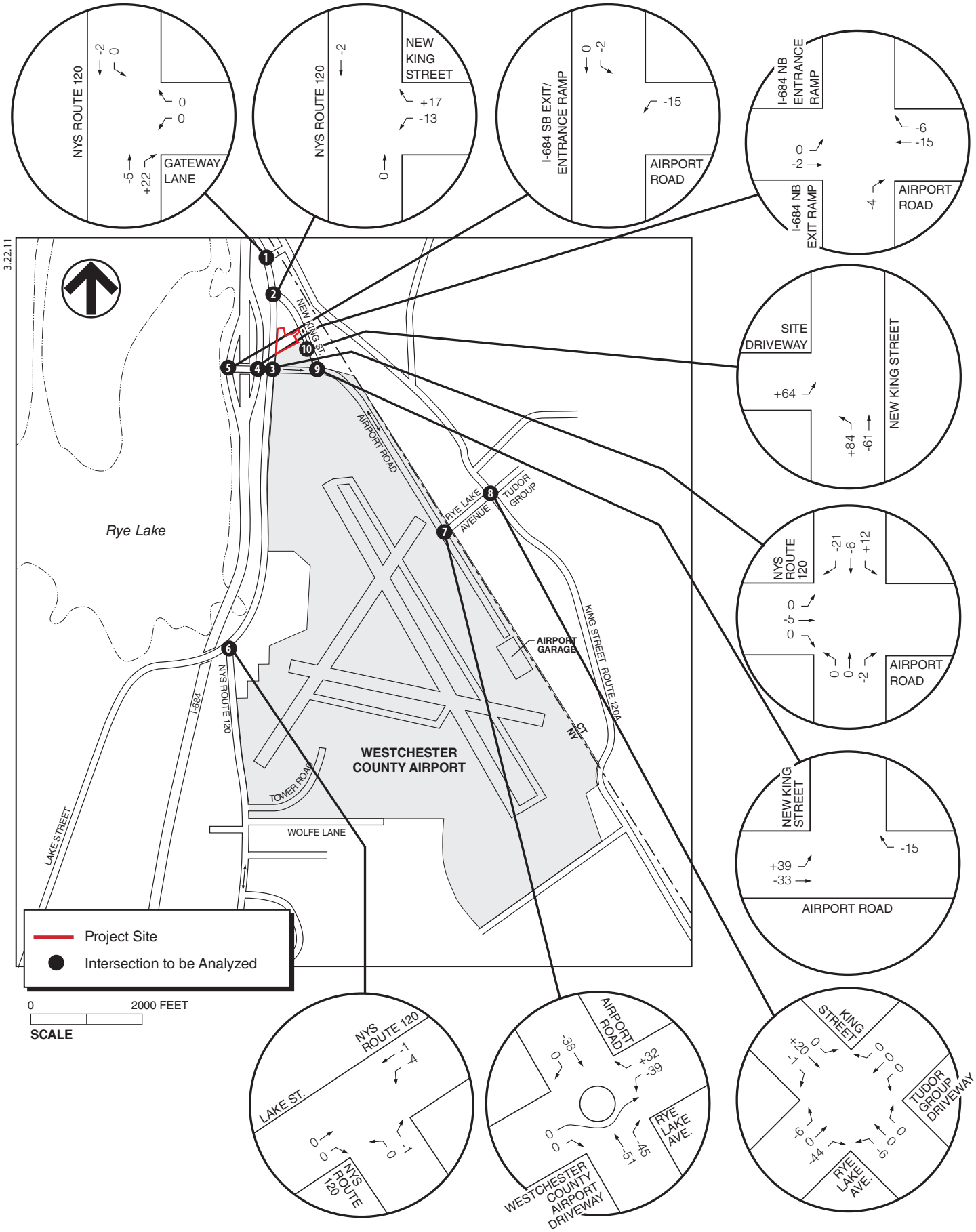
Existing Airport Trip Distribution
PM Peak Hour (4:15 - 5:15 PM)

Figure 13-8*



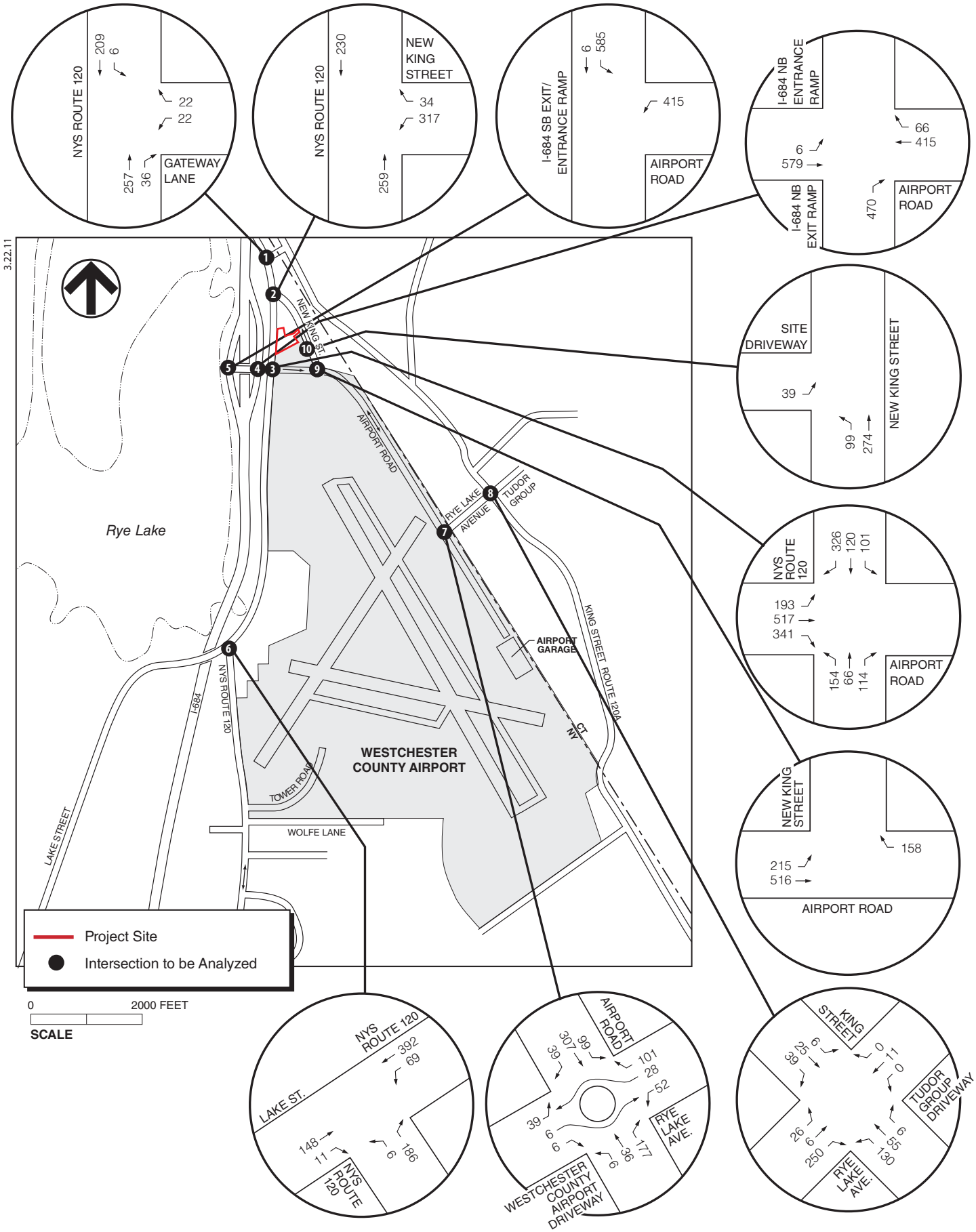
2012 Net Project Generated Traffic Volumes
AM Peak Hour (8:00 - 9:00 AM)

Figure 13-9

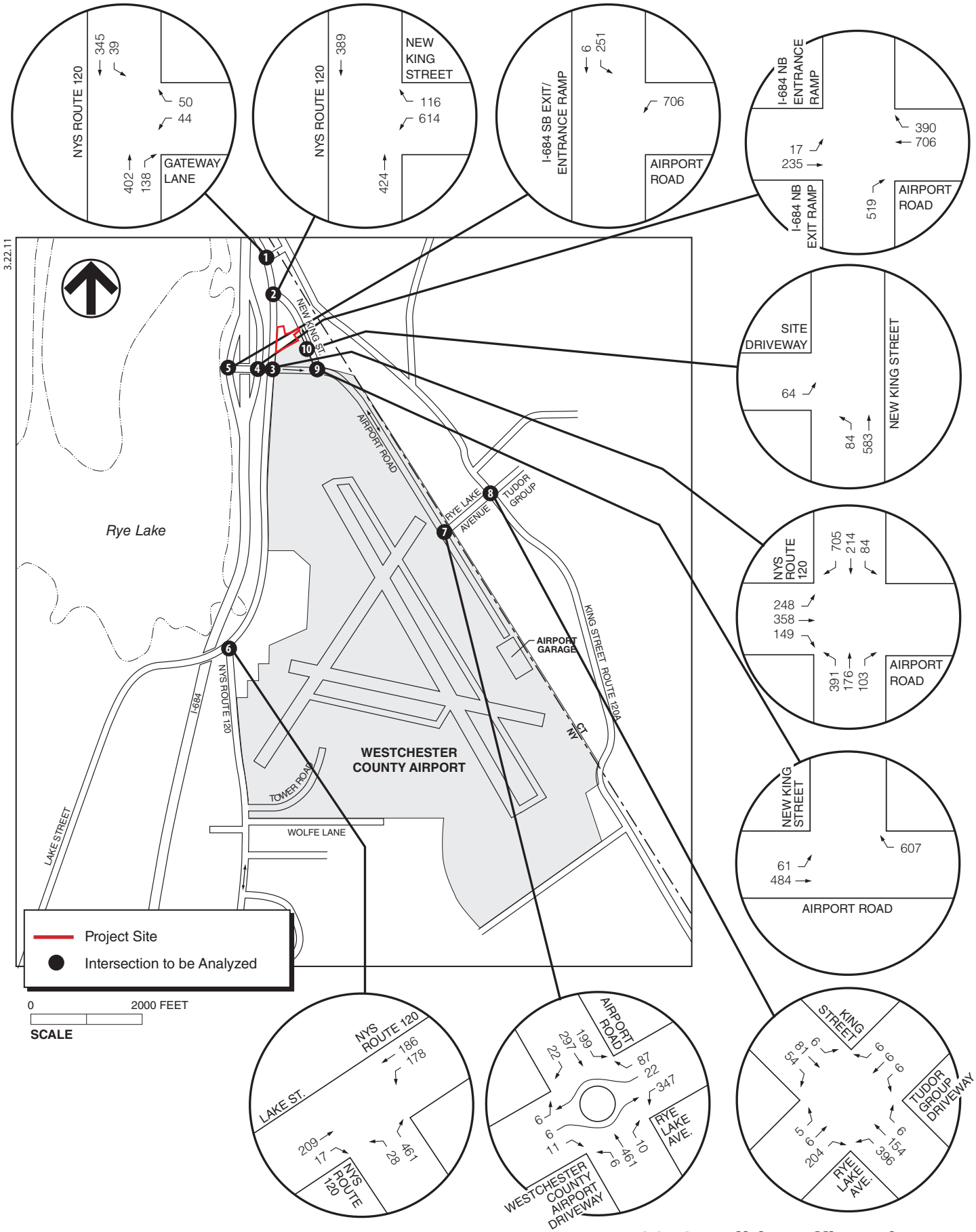


2012 Net Project Generated Traffic Volumes
PM Peak Hour (4:15 - 5:15 PM)

Figure 13-10



2012 Build Traffic Volumes
AM Peak Hour (8:00 - 9:00 AM)



2012 Build Traffic Volumes
PM Peak Hour (4:15 - 5:15 PM)

Figure 13-12

Table 13-9
2012 No Build and 2012 Build Conditions LOS Summary

No.	Intersection	Approach	AM Peak Hour (8:00 AM - 9:00 AM)								PM Peak Hour (4:15 PM - 5:15 PM)							
			2012 No Build				2012 Build				2012 No Build				2012 Build			
			Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS
Signalized Intersections																		
1	NYS Route 120 & Gateway Lane	WB	LR	0.23	18.8	B	LR	0.23	18.8	B	LR	0.42	19.5	B	LR	0.42	19.5	B
		NB	TR	0.24	1.1	A	TR	0.24	1.0	A	TR	0.54	3.8	A	TR	0.56	4.0	A
		SB	LT	0.28	2.8	A	LT	0.28	2.8	A	LT	0.42	4.8	A	LT	0.42	4.8	A
		INT			3.0	A			3.0	A			5.4	A			5.6	A
2	NYS Route 120 & New King Street	WB	L	0.77	32.4	C	L	0.73	31.2	C	L	0.79	24.2	C	L	0.79	24.1	C
			R	0.09	5.7	A	R	0.08	6.1	A	R	0.13	2.4	A	R	0.16	2.3	A
		NB	T	0.27	8.9	A	T	0.26	8.3	A	T	0.57	21.4	C	T	0.56	21.0	C
		SB	T	0.23	7.6	A	T	0.22	7.0	A	T	0.52	17.5	B	T	0.52	17.2	B
		INT			18.0	B			16.5	B			20.3	C			19.9	B
3	Airport Road & NYS Route 120	EB	L	0.18	6.5	A	L	0.18	6.4	A	L	0.32	19.4	B	L	0.32	19.2	B
			LTR	0.91	27.3	C	LTR	0.93	29.7	C	LTR	0.79	31.8	C	LTR	0.78	31.2	C
		NB	L	0.69	57.9	E	L	0.75	63.4	E	L	0.79	40.1	D	L	0.78	39.3	D
			TR	0.43	22.6	C	TR	0.57	26.2	C	TR	0.62	32.5	C	TR	0.61	32.5	C
		SB	L	0.34	44.4	D	L	0.37	45.8	D	L	0.12	14.6	B	L	0.14	15.0	B
			T	0.74	73.6	E	T	0.69	70.9	E	T	0.69	44.5	D	T	0.68	44.2	D
			R	0.31	1.5	A	R	0.27	1.2	A	R	0.75	13.5	B	R	0.73	12.7	B
		INT			26.6	C			28.8	C			27.0	C			26.5	C
8	King Street & Rye Lake Avenue/Tudor Group Driveway	EB	LTR	0.50	5.6	A	LTR	0.48	5.5	A	LTR	0.46	5.4	A	LTR	0.40	5.0	A
		WB	LT	0.06	14.5	B	LT	0.06	14.5	B	LT	0.05	12.2	B	LT	0.05	12.2	B
		NB	LTR	0.35	11.8	B	LTR	0.35	11.7	B	LTR	0.87	28.1	C	LTR	0.88	29.4	C
		SB	LT	0.04	8.6	A	LT	0.04	8.6	A	LT	0.09	7.1	A	LT	0.11	7.3	A
			R	0.06	3.2	A	R	0.06	3.2	A	R	0.09	2.3	A	R	0.09	2.3	A
		INT			8.1	A			8.1	A			17.9	B			19.0	B

Table 13-9 (cont'd)
2012 No Build and 2012 Build Conditions LOS Summary

No.	Intersection	Approach	AM Peak Hour (8:00 AM - 9:00 AM)								PM Peak Hour (4:15 PM - 5:15 PM)							
			2012 No Build				2012 Build				2012 No Build				2012 Build			
			Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS	Movement	V/C Ratio	Delay (SPV)	LOS
Unsignalized Intersections																		
4	Airport Road & Northbound I-684 Ramps	EB	LT	0.02	0.2	A	LT	0.01	0.4	A	LT	0.07	2.3	A	LT	0.06	2.2	A
		NB	R	1.13	112.7	F	R	1.12	107.8	F	R	0.75	22.2	C	R	0.74	21.7	C
5	Airport Road & Southbound I-684 Ramps	WB	L	0.30	8.2	A	L	0.29	8.2	A	L	0.50	9.4	A	L	0.49	9.3	A
		SB	LT	3.79	**	F	LT	3.46	**	F	LT	5.64	**	F	LT	5.23	**	F
6	NYS Route 120 & Lake Street	WB	LT	0.07	3.2	A	LT	0.06	3.0	A	LT	0.15	6.5	A	LT	0.15	6.4	A
		NB	LR	0.33	11.6	B	LR	0.32	11.5	B	LR	0.76	24.8	C	LR	0.76	24.5	C
7	Airport Road & Rye Lake Avenue/Westchester County Airport Driveway[1]	EB	TR	0.16	-	-	TR	0.15	-	-	TR	0.09	-	-	TR	0.08	-	-
		WB	TR	0.28	-	-	TR	0.26	-	-	TR	0.96	-	-	TR	0.90	-	-
		NB	TR	0.36	-	-	TR	0.25	-	-	TR	0.68	-	-	TR	0.56	-	-
		SB	TR	0.55	-	-	TR	0.47	-	-	TR	0.91	-	-	TR	0.81	-	-
9	Airport Road& New King Street	EB	L	0.21	11.1	B	L	0.29	11.2	B	L	0.06	14.3	B	L	0.16	15.2	C
10	Project Site Driveway& New King Street	EB	Does Not Exist In No Build				L	0.09	13.1	B	Does Not Exist In No Build				L	0.21	19.0	C

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; INT = Intersection.
L = Left-Turn; T = Through; R = Right-Turn.
V/C = Volume to Capacity; SPV = Seconds per Vehicle; LOS = Level of Service.
** indicates a calculated delay greater than 240.0 seconds
(1) Synchro does not calculate delay and LOS for roundabouts, only a range of v/c ratios. The highest v/c ratios are presented.

intersection movements (see **Figures 13-9** and **13-10**), an overall net benefit to traffic conditions in the study area.

SUPPLEMENTAL ANALYSIS

Concurrent with the traffic impact analysis included in this DEIS, the Town initiated an analysis by its own traffic consultant, Frederick P. Clark Associates, Inc. (FP Clark), to conduct a supplemental capacity analysis and storage/queue analysis to assess the validity of the results of the study prepared by AKRF The FP Clark supplemental analysis is included in Appendix J. FP Clark performed a conservative traffic impact study that assumed a worst case scenario (i.e., construction of the proposed project would make Westchester County Airport more attractive to travelers, thus potentially adding an overall increase to traffic in the area). The study prepared by AKRF, described herein, showed an overall net decrease in traffic, as shown in Table 13-8 above. The FP Clark study concluded that the proposed project, even with the conservative trip generation approach (i.e., net increase in traffic), would not result in significant traffic impacts. The FP Clark study noted that turning movements at the intersection of Airport Road and the I-684 interchange ramps would continue to operate at LOS F. This is an existing condition that would need to be addressed by NYSDOT as part of its future plans for the I-684 interchange. Traffic related to the proposed project would not significantly affect traffic flow at this intersection.

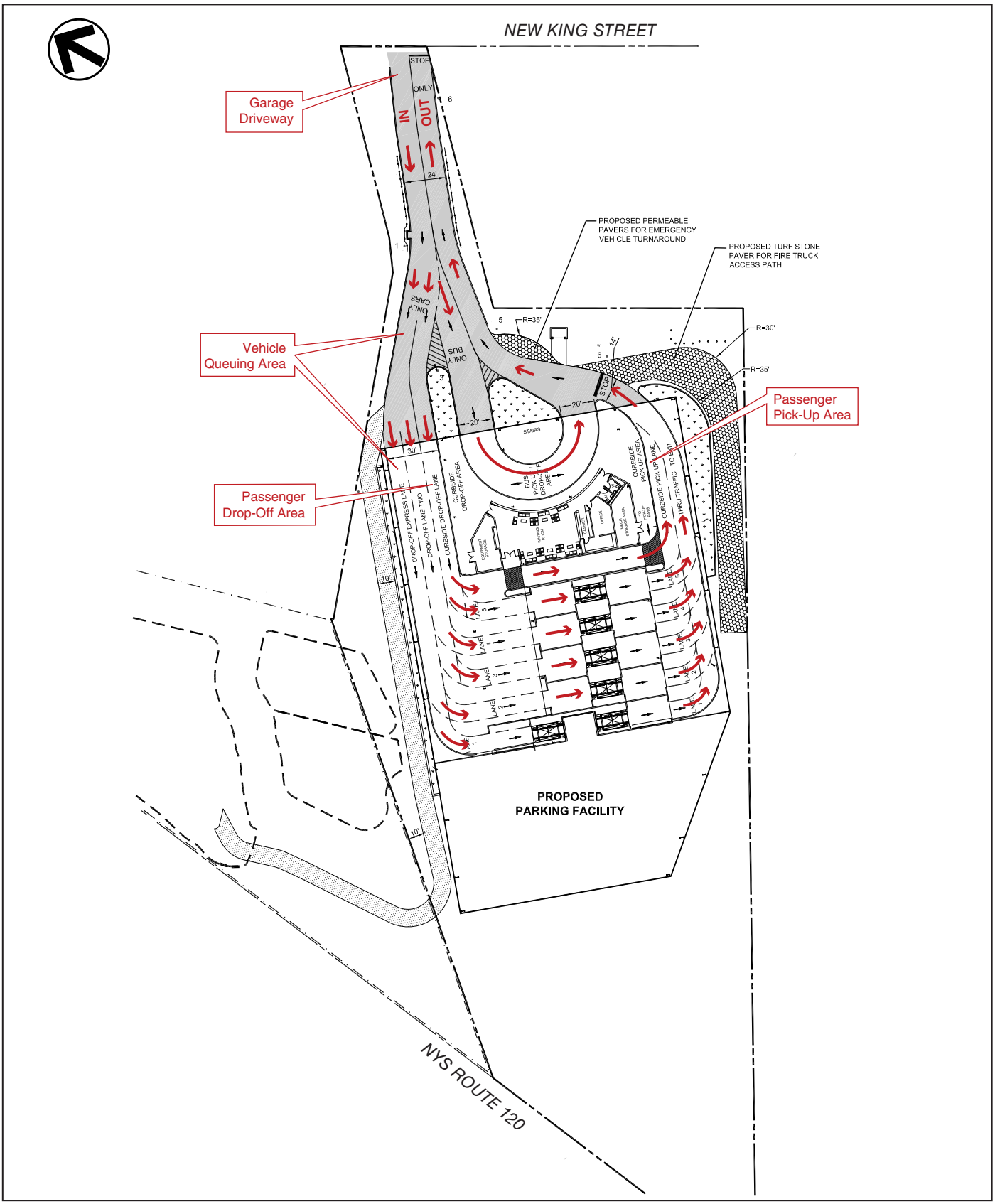
SITE ACCESS AND TRAFFIC CIRCULATION

The entrance and exit to the garage would be located along the west side of New King Street, approximately 700 feet north of the intersection of New King Street and Airport Road (located at the existing driveway to the project site, which currently contains an office building). The entrance driveway would be a two lane roadway (1 lane in, 1 lane out) controlled by a stop sign at its intersection with New King Street. The width of the driveway would be approximately 24 feet and the length would be approximately 300 feet (one lane for approximately 150 feet and opening up to three lanes for approximately 150 feet; two lane lanes for the entering vehicles and one lane that leads to the drop-off circle, see **Figure 13-13**).

After entering the garage driveway, vehicles would stop at a gate at the loading bay. A two-lane queuing area would be provided at the end of the driveway where vehicles would wait to enter one of the parking bays. Drivers would drive their vehicle into one of the parking bays (there would be approximately 13 bays) and provide their travel information (e.g., flight information, return time and date). A kiosk would then dispense a claim ticket and the travelers would then walk to the shuttle bus which would deliver them to airport.

Passengers returning to the airport from arriving flights would be able to catch a shuttle van from the airport terminal back to the garage where they can claim their vehicle and exit the facility via the garage driveway. A passenger drop-off area would be located at the end of the garage driveway to accommodate the shuttle buses as they discharge returning passengers. This circular roadway in front of the passenger drop-off area would allow for vehicles to easily enter and turn around to exit the facility.

The site plan (number of bays and layout, see **Figure 13-13**), the number of shuttle buses (between 4 and 7 depending on traffic conditions with a capacity of 15 to 20 people per shuttle each making 2 round trips per hour) would ensure all queuing would be contained on-site and not on New King Street. The shuttle buses would operate on propane gas.



Proposed Circulation Plan
Figure 13-13

PARKING CONDITIONS

The proposed garage would accommodate approximate 1,450 vehicles (the DEIS analyzed a 1,450 space garage, the number of spaces has been reduced to 1,380). The facility would be a state of the art mechanized/computerized garage fully automated to ensure efficient and speedy service to move cars quickly in and out of the facility. In addition to the existing parking facilities at the airport, the new garage would help meet the high demand for parking that currently exists at the airport. This would not only provide additional parking for passengers, but for airport employees and airport services such as rental car companies and their fleets.

There would be no notable changes in parking conditions at other study area land uses under 2012 Build conditions.

SIGHT DISTANCE AT SITE DRIVEWAY

Sight distance measurements were performed at the existing driveway (which would be the location of the driveway to the proposed parking facility). The speed limit on New King Street is 30 mph. The pavement on New King Street is in good condition and the grade is flat. Based on the American Association of Highway and Transportation Officials (AASHTO) the Stop Line Sight Distance (SLSD) required is 335 feet, and the Stopping Sight Distance (SSD) is 200 feet. As measured in the field the SLSD is 380 feet and the SSD is 280 feet. Therefore, sight distance requirements as stated in AASHTO are satisfied.

PEDESTRIAN CONDITIONS

No significant changes in pedestrian conditions are expected in the study area under 2012 Build conditions.

MASS TRANSIT CONDITIONS

No significant changes in mass transit conditions in the study area are expected under 2012 Build conditions.

ACCIDENT ANALYSIS

There should be no significant change in the accident experience in the study area under 2012 Build conditions.

CONSTRUCTION TRAFFIC CONDITIONS

Construction of the proposed project would create daily construction-related traffic to and from the project site, including vehicle trips related to workers and delivery of materials and equipment. In addition, there would be some truck traffic associated with removal of construction debris and excavated materials from the project site.

The majority of construction related traffic would utilize I-684 and NYS Route 120 as access routes to the project site. Workers and delivery drivers would be instructed to take Exit 2 off I-684 and travel east on Airport Road to New King Street. When exiting the project site, vehicles would follow the existing traffic patterns and head north on New King Street to Purchase Street (NYS Route 120). From Purchase Street, the majority of vehicles would head south to return to I-684. While the site is just off I-684, it is also possible that some construction workers and materials from the local area would access the site directly from NYS Route 120.

The number and type of vehicles would vary depending on the exact work being done at the site. During land clearing, grading, and excavation, the primary activity would be limited to that specific equipment (which would remain on-site during the land preparation phase) and the workers operating the equipment and generally working on the initial effort.

While the exact sequence and duration of construction activity would vary slightly, it is known that certain equipment including excavators, bulldozers, backhoes, cranes, graders, and dump trucks would be required. **Table 13-10** provides a list of equipment that would be necessary in addition to the duration that equipment would be used on site.

Table 13-10
Construction Vehicle Numbers and Schedule

Equipment	Duration	Construction Period
2 Excavators/Bulldozers	3 months (intermittently)	Site Preparation
2 Backhoes	3 months	Foundations/Utilities
Crawler Crane	4 months	Precast Structure/Skin Erection
Crane and/or Conveyor	1 Week	Hoisting roof equipment and materials
2 Graders/Rollers	1 Week	Pavement Preparation
Dump Trucks	3-4 Months	Site Preparation
Dump Trucks	1 Month	Foundations/Utilities
Dump Trucks	1 Month	Final Site Preparation
140 Concrete Trucks	3 Months	Foundations
200 Concrete Trucks	(2) 2 week periods	Concrete Slabs

During the core building phase, foundation work would primarily involve concrete delivery to the site. The majority of the structure would be constructed using precast concrete panels that would be delivered to the site as needed using extended bed trucks. All parking and staging would be accommodated onsite in the access area (see Figure 17-1, Chapter 17, "Construction"). No queuing of construction related traffic onto the study area roadways would be anticipated. The construction peak would occur outside of the commuter peak hour. With the low volumes of construction traffic to be generated, no significant impacts are anticipated.

CONCLUSION

The construction of the Park Place garage would provide relief to the existing high demand for airport parking by providing an additional 1,450 (the DEIS analyzed a 1,450 space garage, the number of spaces has been reduced to 1,380) parking spaces. The greater availability of parking would encourage many travelers who currently take taxis, limousines, or are dropped off/picked up at the airport to drive themselves to the airport. Drivers would also spend less time traveling between the various airport parking facilities looking for parking spaces. Usage of the Park Place garage would also reduce the number of vehicle trips actually entering the airport terminal area as a limited number of shuttle buses would transport passengers from the Park Place garage to the airport terminal. As demonstrated by the trip generation calculations, these factors would result in an overall reduction in the number of vehicle trips across the traffic network. There would be no traffic impacts that would require mitigation. ✷

PROCESSED

TURNING

MOVEMENT

COUNTS

Aerotech Westchester County Airport (40299-0004)

Airport Road at I-684 NB Ramps

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM															30	30	30
8:15 AM - 8:30 AM									1			1			15	15	16
8:30 AM - 8:45 AM									1			1			20	20	21
8:45 AM - 9:00 AM									3			3			19	19	22
9:00 AM - 9:15 AM																	
9:15 AM - 9:30 AM																	
9:30 AM - 9:45 AM																	
9:45 AM - 10:00 AM																	
HOURLY TOTALS																	
Minimum																	
Maximum									5			5			84	84	89
Average									3			3			39	39	43
PEAK HOUR																	
8:00 AM - 9:00 AM									5			5			84	84	89
Peak Hour Factor (PHF)									0.42			0.42			0.70	0.70	0.74

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM																	
4:15 PM - 4:30 PM									2			2			87	87	89
4:30 PM - 4:45 PM									1			1			77	77	78
4:45 PM - 5:00 PM									4			4			99	99	103
5:00 PM - 5:15 PM									7			7			98	98	105
5:15 PM - 5:30 PM																	
5:30 PM - 5:45 PM																	
5:45 PM - 6:00 PM																	
HOURLY TOTALS																	
Minimum									7			7			98	98	105
Maximum									14			14			361	361	375
Average									10			10			239	239	249
PEAK HOUR																	
4:15 PM - 5:15 PM									14			14			361	361	375
Peak Hour Factor (PHF)									0.50			0.50			0.91	0.91	0.89

Aerotech Westchester County Airport (40299-0004)

Airport Road at I-684 SB Ramps

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM																	
8:15 AM - 8:30 AM																	
8:30 AM - 8:45 AM						1		1									1
8:45 AM - 9:00 AM						1		1									1
9:00 AM - 9:15 AM																	
9:15 AM - 9:30 AM																	
9:30 AM - 9:45 AM																	
9:45 AM - 10:00 AM																	
HOURLY TOTALS																	
Minimum						2		2									2
Maximum						1		1									1
Average																	
PEAK HOUR																	
8:00 AM - 9:00 AM						2		2									2
Peak Hour Factor (PHF)						0.50		0.50									0.50

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM																	
4:15 PM - 4:30 PM						3		3									3
4:30 PM - 4:45 PM						1		1									1
4:45 PM - 5:00 PM						1		1									1
5:00 PM - 5:15 PM						1		1									1
5:15 PM - 5:30 PM																	
5:30 PM - 5:45 PM																	
5:45 PM - 6:00 PM																	
HOURLY TOTALS																	
Minimum						1		1									1
Maximum						6		6									6
Average						3		3									3
PEAK HOUR																	
4:15 PM - 5:15 PM						6		6									6
Peak Hour Factor (PHF)						0.50		0.50									0.50

Aerotech Westchester County Airport (40299-0004)

Rye Lake Avenue/Airport Driveway at Airport Road

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM							10	10		3	2	5		3		3	18
8:15 AM - 8:30 AM							6	6		3	3	6		4		4	16
8:30 AM - 8:45 AM							8	8						6		6	14
8:45 AM - 9:00 AM							5	5						3		3	8
9:00 AM - 9:15 AM							3	3						5		5	8
9:15 AM - 9:30 AM							2	2		2	4	6		3		3	11
9:30 AM - 9:45 AM							2	2		1	8	9		4		4	15
9:45 AM - 10:00 AM							1	1		2		2		4		4	7
HOURLY TOTALS																	
Minimum							8	8		2	3	6		15		15	41
Maximum							29	29		6	12	17		18		18	56
Average							18	18		4	7	11		16		16	45
PEAK HOUR																	
8:00 AM - 9:00 AM							29	29		6	5	11		16		16	56
Peak Hour Factor (PHF)							0.73	0.73		0.50	0.42	0.46		0.67		0.67	0.78

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM																	
4:15 PM - 4:30 PM							6	6		1	4	5		4		4	15
4:30 PM - 4:45 PM							4	4		1	1	2		5		5	11
4:45 PM - 5:00 PM							6	6						8		8	14
5:00 PM - 5:15 PM							5	5		2	3	5		5		5	15
5:15 PM - 5:30 PM																	
5:30 PM - 5:45 PM																	
5:45 PM - 6:00 PM																	
HOURLY TOTALS																	
Minimum							5	5		2	3	5		5		5	15
Maximum							21	21		4	8	12		22		22	55
Average							14	14		3	5	7		15		15	36
PEAK HOUR																	
4:15 PM - 5:15 PM							21	21		4	8	12		22		22	55
Peak Hour Factor (PHF)							0.88	0.88		0.50	0.50	0.60		0.69		0.69	0.92

Aerotech Westchester County Airport (40299-0004)

Rye Lake Avenue/Tudor Grp. Driveway at King Street (NYS Route 120A)

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM	21	10		31		6	7	13	6	2	66	74					118
8:15 AM - 8:30 AM	27	13		40	1	5	6	12	5	1	47	53					105
8:30 AM - 8:45 AM	37	11	2	50		7	7	14	5		50	55					119
8:45 AM - 9:00 AM	20	14	1	35	1	4	11	16	5		41	46		1		1	98
9:00 AM - 9:15 AM																	
9:15 AM - 9:30 AM																	
9:30 AM - 9:45 AM																	
9:45 AM - 10:00 AM																	
HOURLY TOTALS																	
Minimum																	
Maximum	105	48	3	156	2	22	31	55	21	3	204	228		1		1	440
Average	53	25	2	80	1	11	17	29	10	1	95	106		1		1	215
PEAK HOUR																	
8:00 AM - 9:00 AM	105	48	3	156	2	22	31	55	21	3	204	228		1		1	440
Peak Hour Factor (PHF)	0.71	0.86	0.38	0.78	0.50	0.79	0.70	0.86	0.88	0.38	0.77	0.77		0.25		0.25	0.92

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM																	
4:15 PM - 4:30 PM	88	30	2	120		11	10	21			40	40			1	1	182
4:30 PM - 4:45 PM	75	54	1	130	1	17	16	34	4	1	35	40	1	1		2	206
4:45 PM - 5:00 PM	80	27	1	108	2	12	10	24	3		58	61	1	1	1	3	196
5:00 PM - 5:15 PM	75	31	1	107		13	9	22	2	1	51	54			2	2	185
5:15 PM - 5:30 PM																	
5:30 PM - 5:45 PM																	
5:45 PM - 6:00 PM																	
HOURLY TOTALS																	
Minimum	75	31	1	107		13	9	22	2	1	51	54			2	2	185
Maximum	318	142	5	465	3	53	45	101	9	2	184	195	2	2	4	8	769
Average	204	91	3	298	2	35	29	66	6	1	124	132	1	1	3	6	501
PEAK HOUR																	
4:15 PM - 5:15 PM	318	142	5	465	3	53	45	101	9	2	184	195	2	2	4	8	769
Peak Hour Factor (PHF)	0.90	0.66	0.63	0.89	0.38	0.78	0.70	0.74	0.56	0.50	0.79	0.80	0.50	0.50	0.50	0.67	0.93

Aerotech Westchester County Airport (40299-0004)

Lake Street/NYS Route 120 at NYS Route 120

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM	2		57	59						27	1	28	77	16		93	180
8:15 AM - 8:30 AM	2		49	51						30	3	33	80	13		93	177
8:30 AM - 8:45 AM	3		30	33						40		40	86	19		105	178
8:45 AM - 9:00 AM			30	30						36	4	40	107	22		129	199
9:00 AM - 9:15 AM	1		31	32						40	5	45	76	19		95	172
9:15 AM - 9:30 AM	4		31	35						25	6	31	87	28		115	181
9:30 AM - 9:45 AM	5		34	39						27		27	70	15		85	151
9:45 AM - 10:00 AM	1		22	23						28	1	29	38	22		60	112
HOURLY TOTALS																	
Minimum	6		118	129						120	8	132	271	70		355	616
Maximum	11		166	173						146	15	158	356	88		444	734
Average	8		134	143						134	12	146	333	80		413	702
PEAK HOUR																	
8:00 AM - 9:00 AM	7		166	173						133	8	141	350	70		420	734
Peak Hour Factor (PHF)	0.58		0.73	0.73						0.83	0.50	0.88	0.82	0.80		0.81	0.92

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM	1		77	78						37		37	50	30		80	195
4:15 PM - 4:30 PM	5		110	115						45		45	31	47		78	238
4:30 PM - 4:45 PM	6		88	94						40	7	47	50	40		90	231
4:45 PM - 5:00 PM	7		108	115						40	6	46	51	37		88	249
5:00 PM - 5:15 PM	6		100	106						54	1	55	30	45		75	236
5:15 PM - 5:30 PM	6		106	112						36	3	39	40	36		76	227
5:30 PM - 5:45 PM	3		99	102						44	2	46	49	37		86	234
5:45 PM - 6:00 PM	7		95	102						51	1	52	47	35		82	236
HOURLY TOTALS																	
Minimum	19		383	402						162	7	175	162	153		319	913
Maximum	25		413	435						185	17	193	182	169		336	954
Average	22		401	423						174	13	187	170	158		328	938
PEAK HOUR																	
4:15 PM - 5:15 PM	24		406	430						179	14	193	162	169		331	954
Peak Hour Factor (PHF)	0.86		0.92	0.93						0.83	0.50	0.88	0.79	0.90		0.92	0.96

Aerotech Westchester County Airport (40299-0004)

Airport Road at NYS Route 120 (Purchase Street)

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM	47	20	30	97	18	37	70	125	47	111	68	226					448
8:15 AM - 8:30 AM	30	15	36	81	29	25	91	145	48	105	66	219					445
8:30 AM - 8:45 AM	36	11	29	76	20	40	88	148	45	129	79	253					477
8:45 AM - 9:00 AM	27	15	20	62	17	35	90	142	37	150	97	284					488
9:00 AM - 9:15 AM																	
9:15 AM - 9:30 AM																	
9:30 AM - 9:45 AM																	
9:45 AM - 10:00 AM																	
HOURLY TOTALS																	
Minimum																	
Maximum	140	61	115	316	84	137	339	560	177	495	310	982					1,858
Average	65	29	54	147	41	69	175	285	85	262	165	512					944
PEAK HOUR																	
8:00 AM - 9:00 AM	140	61	115	316	84	137	339	560	177	495	310	982					1,858
Peak Hour Factor (PHF)	0.74	0.76	0.80	0.81	0.72	0.86	0.93	0.95	0.92	0.83	0.80	0.86					0.95

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM	70	31	20	121	11	41	150	202	50	77	36	163					486
4:15 PM - 4:30 PM	100	38	17	155	17	40	160	217	59	70	34	163					535
4:30 PM - 4:45 PM	80	37	19	136	10	58	150	218	47	90	28	165					519
4:45 PM - 5:00 PM	90	40	20	150	15	47	187	249	48	69	35	152					551
5:00 PM - 5:15 PM	87	40	27	154	16	48	138	202	61	69	38	168					524
5:15 PM - 5:30 PM	80	41	15	136	16	57	147	220	57	90	27	174					530
5:30 PM - 5:45 PM	90	37	18	145	17	55	107	179	50	99	30	179					503
5:45 PM - 6:00 PM	79	39	19	137	10	47	127	184	57	69	36	162					483
HOURLY TOTALS																	
Minimum	336	146	76	562	53	186	519	785	204	298	128	643					2,040
Maximum	357	158	83	595	64	210	647	889	225	327	135	683					2,129
Average	343	155	80	578	58	201	600	859	215	315	131	661					2,098
PEAK HOUR																	
4:15 PM - 5:15 PM	357	155	83	595	58	193	635	886	215	298	135	648					2,129
Peak Hour Factor (PHF)	0.89	0.97	0.77	0.96	0.85	0.83	0.85	0.89	0.88	0.83	0.89	0.96					0.97

Aerotech Westchester County Airport (40299-0004)

Gateway Lane (NYS Route 120A) at NYS Route 120

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM			8	8	2			2					6		3	9	19
8:15 AM - 8:30 AM			4	4	1			1					4		7	11	16
8:30 AM - 8:45 AM			7	7	3			3					7		5	12	22
8:45 AM - 9:00 AM			9	9									3		6	9	18
9:00 AM - 9:15 AM																	
9:15 AM - 9:30 AM																	
9:30 AM - 9:45 AM																	
9:45 AM - 10:00 AM																	
HOURLY TOTALS																	
Minimum																	
Maximum			28	28	6			6					20		21	41	75
Average			15	15	3			3					9		11	21	38
PEAK HOUR																	
8:00 AM - 9:00 AM			28	28	6			6					20		21	41	75
Peak Hour Factor (PHF)			0.78	0.78	0.50			0.50					0.71		0.75	0.85	0.85

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM																	
4:15 PM - 4:30 PM			17	17	7			7					7		11	18	42
4:30 PM - 4:45 PM			20	20	8			8					7		10	17	45
4:45 PM - 5:00 PM			30	30	7			7					11		11	22	59
5:00 PM - 5:15 PM			40	40	12			12					12		15	27	79
5:15 PM - 5:30 PM																	
5:30 PM - 5:45 PM																	
5:45 PM - 6:00 PM																	
HOURLY TOTALS																	
Minimum			40	40	12			12					12		15	27	79
Maximum			107	107	34			34					37		47	84	225
Average			75	75	23			23					25		31	57	154
PEAK HOUR																	
4:15 PM - 5:15 PM			107	107	34			34					37		47	84	225
Peak Hour Factor (PHF)			0.67	0.67	0.71			0.71					0.77		0.78	0.78	0.71

Aerotech Westchester County Airport (40299-0004)

New King Street at NYS Route 120

Survey Date: November 26, 2008

AM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
8:00 AM - 8:15 AM		66		66		47		47					70		8	78	191
8:15 AM - 8:30 AM		67		67		55		55					88		9	97	219
8:30 AM - 8:45 AM		48		48		50		50					91		10	101	199
8:45 AM - 9:00 AM		55		55		56		56					80		7	87	198
9:00 AM - 9:15 AM		41		41		57		57					76		7	83	181
9:15 AM - 9:30 AM		44		44		40		40					66		6	72	156
9:30 AM - 9:45 AM		44		44		40		40					71		8	79	163
9:45 AM - 10:00 AM		43		43		39		39					80		3	83	165
HOURLY TOTALS																	
Minimum		172		172		176		176					293		24	317	665
Maximum		236		236		218		218					335		34	368	807
Average		198		198		200		200					313		30	342	740
PEAK HOUR																	
8:00 AM - 9:00 AM		236		236		208		208					329		34	363	807
Peak Hour Factor (PHF)		0.88		0.88		0.93		0.93					0.90		0.85	0.90	0.92

PM PEAK PERIOD

Time Period	Northbound Left	Thru	Right	Total	Southbound Left	Thru	Right	Total	Eastbound Left	Thru	Right	Total	Westbound Left	Thru	Right	Total	Intersection Total
15-MINUTE VOLUMES																	
4:00 PM - 4:15 PM		87		87		80		80					130		16	146	313
4:15 PM - 4:30 PM		100		100		77		77					158		17	175	352
4:30 PM - 4:45 PM		90		90		90		90					141		18	159	339
4:45 PM - 5:00 PM		103		103		119		119					150		30	180	402
5:00 PM - 5:15 PM		107		107		80		80					136		27	163	350
5:15 PM - 5:30 PM		89		89		101		101					130		31	161	351
5:30 PM - 5:45 PM		88		88		99		99					70		25	95	282
5:45 PM - 6:00 PM		107		107		97		97					79		37	116	320
HOURLY TOTALS																	
Minimum		380		380		366		366					415		81	535	1,303
Maximum		400		400		399		399					585		120	677	1,443
Average		389		389		380		380					524		102	627	1,396
PEAK HOUR																	
4:15 PM - 5:15 PM		400		400		366		366					585		92	677	1,443
Peak Hour Factor (PHF)		0.93		0.93		0.77		0.77					0.93		0.77	0.94	0.90

Basic Volume Report: AIRPORT IN

Station ID : AIRPORT IN

Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : AIRPORT IN.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 98955

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 07:45 - 11/26/2008 To: 15:59 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/26/08	07:00				68	68
Wed	08:00	67	57	66	63	253
	09:00	50	59	81	100	290
	10:00	108	110	83	156	457
	11:00	144	105	74	107	430
	12:00	122	102	106	128	458
	13:00	115	122	154	170	561
	14:00	211	177	168	171	727
	15:00	117	166	151	120	554
	16:00	131	149	183	125	588
	17:00	97	136	120	160	513
	18:00	136	102	69	70	377
	19:00	83	52	44	67	246
	20:00	75	83	56	24	238
	21:00	40	108	149	75	372
	22:00	47	60	92	90	289
	23:00	95	162	84	39	380
Day Total :						6801

AM Total :	1498 (22.0%)	Peak AM Hour :	10:15 =	493 (7.2%)	Peak AM Factor :	0.790	Average Period : 104.6
PM Total :	5303 (78.0%)	Peak PM Hour :	14:00 =	727 (10.7%)	Peak PM Factor :	0.861	Average Hour : 418.5

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	19	6	7	3	35
Thu	01:00	2	3	1	2	8
	02:00	1	0	2	3	6
	03:00	1	6	15	25	47
	04:00	14	30	56	77	177
	05:00	83	31	62	83	259
	06:00	123	96	93	82	394
	07:00	53	57	68	65	243
	08:00	55	23	31	49	158
	09:00	38	63	61	79	241
	10:00	92	88	70	63	313
	11:00	96	153	89	64	402
	12:00	61	54	78	46	239
	13:00	58	69	91	134	352
	14:00	84	103	108	69	364
	15:00	77	52	45	26	200
	16:00	38	27	27	19	111
	17:00	35	35	40	36	146
	18:00	25	43	32	37	137
	19:00	22	25	21	24	92
	20:00	15	3	4	8	30
	21:00	12	14	11	11	48
	22:00	3	21	16	11	51
	23:00	27	11	16	15	69
Day Total :						4122

AM Total :	2283 (55.4%)	Peak AM Hour : 11:00 =	402 (9.8%)	Peak AM Factor : 0.657	Average Period :	42.9
PM Total :	1839 (44.6%)	Peak PM Hour : 13:45 =	429 (10.4%)	Peak PM Factor : 0.800	Average Hour :	171.8

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	8	1	5	1	15
Fri	01:00	0	3	1	1	5
	02:00	0	7	0	4	11
	03:00	5	2	7	25	39
	04:00	13	17	21	45	96
	05:00	25	24	35	61	145
	06:00	61	71	75	65	272
	07:00	38	50	63	78	229
	08:00	75	73	57	30	235
	09:00	35	36	38	66	175
	10:00	88	78	93	92	351
	11:00	123	104	70	81	378
	12:00	56	63	80	68	267
	13:00	87	107	108	173	475
	14:00	135	128	87	81	431
	15:00	80	100	109	66	355
	16:00	75	89	86	81	331
	17:00	81	77	70	94	322
	18:00	51	87	64	56	258
	19:00	27	24	22	33	106
	20:00	30	27	17	18	92
	21:00	42	64	41	27	174
	22:00	34	54	33	55	176
	23:00	38	29	35	12	114
Day Total :						5052

AM Total :	1951 (38.6%)	Peak AM Hour : 10:30 =	412 (8.2%)	Peak AM Factor : 0.837	Average Period : 52.6
PM Total :	3101 (61.4%)	Peak PM Hour : 13:30 =	544 (10.8%)	Peak PM Factor : 0.786	Average Hour : 210.5

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	4	17	4	3	28
Sat	01:00	6	3	3	1	13
	02:00	0	0	0	0	0
	03:00	2	2	10	23	37
	04:00	15	15	38	60	128
	05:00	80	43	64	65	252
	06:00	83	120	106	111	420
	07:00	87	64	72	76	299
	08:00	79	28	21	24	152
	09:00	38	29	48	60	175
	10:00	68	103	100	127	398
	11:00	141	113	72	63	389
	12:00	54	41	71	81	247
	13:00	77	100	161	138	476
	14:00	131	124	134	145	534
	15:00	105	69	57	86	317
	16:00	80	72	92	101	345
	17:00	68	83	90	104	345
	18:00	104	80	70	46	300
	19:00	28	36	33	19	116
	20:00	18	10	13	16	57
	21:00	21	23	41	61	146
	22:00	38	42	34	44	158
	23:00	37	32	39	39	147
Day Total :						5479

AM Total :	2291 (41.8%)	Peak AM Hour : 10:30 =	481 (8.8%)	Peak AM Factor : 0.853	Average Period :	57.1
PM Total :	3188 (58.2%)	Peak PM Hour : 13:30 =	554 (10.1%)	Peak PM Factor : 0.860	Average Hour :	228.3

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	15	11	4	3	33
Sun	01:00	2	7	8	18	35
	02:00	0	1	0	4	5
	03:00	2	3	11	21	37
	04:00	5	11	26	45	87
	05:00	24	42	34	77	177
	06:00	82	98	109	127	416
	07:00	95	63	86	80	324
	08:00	46	35	35	30	146
	09:00	46	22	71	67	206
	10:00	67	116	126	145	454
	11:00	131	92	110	103	436
	12:00	96	91	110	111	408
	13:00	103	121	126	171	521
	14:00	120	141	137	118	516
	15:00	90	97	113	112	412
	16:00	109	152	138	137	536
	17:00	129	125	143	129	526
	18:00	108	91	89	77	365
	19:00	41	34	36	41	152
	20:00	43	65	45	73	226
	21:00	76	66	95	100	337
	22:00	79	68	64	112	323
	23:00	71	85	53	86	295
Day Total :						6973

AM Total :	2356 (33.8%)	Peak AM Hour : 10:15 =	518 (7.4%)	Peak AM Factor : 0.893	Average Period :	72.6
PM Total :	4617 (66.2%)	Peak PM Hour : 13:45 =	569 (8.2%)	Peak PM Factor : 0.832	Average Hour :	290.5

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	76	107	69	62	314
Mon	01:00	48	42	29	13	132
	02:00	7	4	11	13	35
	03:00	2	10	9	26	47
	04:00	9	16	40	125	190
	05:00	149	113	78	96	436
	06:00	143	155	183	184	665
	07:00	126	128	114	121	489
	08:00	102	91	84	71	348
	09:00	92	58	70	125	345
	10:00	118	140	194	178	630
	11:00	114	129	103	83	429
	12:00	90	101	97	171	459
	13:00	115	170	176	206	667
	14:00	188	163	115	133	599
	15:00	126	149	148	164	587
	16:00	155	157	137	107	556
	17:00	132	145	115	134	526
	18:00	125	126	119	99	469
	19:00	68	65	39	37	209
	20:00	27	33	52	37	149
	21:00	28	47	62	74	211
	22:00	49	31	51	78	209
	23:00	91	87	110	125	413
Day Total :						9114

AM Total :	4060 (44.5%)	Peak AM Hour : 06:00 =	665 (7.3%)	Peak AM Factor : 0.857	Average Period : 94.9
PM Total :	5054 (55.5%)	Peak PM Hour : 13:15 =	740 (8.1%)	Peak PM Factor : 0.898	Average Hour : 379.8

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	59	32	15	12	118
Tue	01:00	19	8	7	4	38
	02:00	3	1	5	1	10
	03:00	4	4	4	27	39
	04:00	10	24	63	94	191
	05:00	90	78	56	109	333
	06:00	134	137	136	129	536
	07:00	111	94	115	108	428
	08:00	79	59	54	45	237
	09:00	49	72	59	103	283
	10:00	112	132	123	134	501
	11:00	126	117	83	90	416
	12:00	88	76	87	133	384
	13:00	150	179	198	184	711
	14:00	175	165	142	141	623
	15:00	100	126	118	149	493
	16:00	156	177	144	127	604
	17:00	96	96	92	96	380
	18:00	137	105	72	71	385
	19:00	57	40	24	20	141
	20:00	31	37	36	40	144
	21:00	40	49	76	77	242
	22:00	32	42	24	63	161
	23:00	75	54	36	21	186
Day Total :						7584

AM Total :	3130 (41.3%)	Peak AM Hour : 06:00 =	536 (7.1%)	Peak AM Factor : 0.978	Average Period :	79.0
PM Total :	4454 (58.7%)	Peak PM Hour : 13:15 =	736 (9.7%)	Peak PM Factor : 0.929	Average Hour :	316.0

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	9	16	7	1	33
Wed	01:00	9	2	5	1	17
	02:00	2	2	3	5	12
	03:00	2	2	5	24	33
	04:00	13	13	55	55	136
	05:00	74	60	65	84	283
	06:00	120	107	110	106	443
	07:00	82	78	95	77	332
	08:00	79	53	48	50	230
	09:00	57	57	67	87	268
	10:00	78	107	110	125	420
	11:00	82	82	117	80	361
	12:00	70	83	95	120	368
	13:00	104	125	158	148	535
	14:00	204	170	125	131	630
	15:00	95	99	113	102	409
	16:00	83	123	91	74	371
	17:00	73	77	67	75	292
	18:00	67	57	42	28	194
	19:00	33	20	24	56	133
	20:00	50	34	39	30	153
	21:00	33	64	33	33	163
	22:00	29	53	52	55	189
	23:00	25	52	39	28	144
Day Total :						6149

AM Total :	2568 (41.8%)	Peak AM Hour : 06:00 =	443 (7.2%)	Peak AM Factor : 0.886	Average Period :	64.1
PM Total :	3581 (58.2%)	Peak PM Hour : 13:30 =	680 (11.1%)	Peak PM Factor : 0.833	Average Hour :	256.2

Date	Time	:00	:15	:30	:45	Total	
12/04/08	00:00	15	8	9	7	39	
Thu	01:00	1	5	4	1	11	
	02:00	0	0	2	1	3	
	03:00	0	2	5	21	28	
	04:00	12	23	41	71	147	
	05:00	57	56	57	72	242	
	06:00	94	98	129	92	413	
	07:00	75	81	81	65	302	
	08:00	70	62	43	42	217	
	09:00	58	53	67	79	257	
	10:00	96	76	89	80	341	
	11:00	100	72	64	77	313	1,177
	12:00	79	86	85	89	339	
	13:00	100	128	155	132	515	
	14:00	126	133	82	73	414	
	15:00	64	70	75	75	284	
	16:00	112	88	100	97	397	
	17:00	81	96	81	107	365	
	18:00	101	68	49	60	278	
	19:00	43	34	33	26	136	
	20:00	43	23	37	37	140	1,432
	21:00	41	67	71	27	206	
	22:00	43	35	40	52	170	
	23:00	36	32	43	17	128	
Day Total :						5685	

AM Total :	2313 (40.7%)	Peak AM Hour : 06:00 =	413 (7.3%)	Peak AM Factor : 0.800	Average Period : 59.2
PM Total :	3372 (59.3%)	Peak PM Hour : 13:30 =	546 (9.6%)	Peak PM Factor : 0.881	Average Hour : 236.9

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	12	24	7	5	48
Fri	01:00	0	4	2	2	8
	02:00	0	2	4	3	9
	03:00	0	3	12	27	42
	04:00	12	16	33	65	126
	05:00	74	45	41	78	238
	06:00	82	86	104	108	380
	07:00	89	69	90	89	337
	08:00	71	67	39	45	222
	09:00	45	33	49	72	199
	10:00	70	89	81	106	346
	11:00	88	78	82	93	341
	12:00	91	94	85	87	357
	13:00	123	146	184	162	615
	14:00	148	131	87	104	470
	15:00	99	72	85	82	338
	16:00	87	93	82	88	350
	17:00	76	90	66	88	320
	18:00	79	55	90	65	289
	19:00	50	27	22	45	144
	20:00	27	19	24	31	101
	21:00	50	92	34	35	211
	22:00	65	59	46	58	228
	23:00	43	43	23	24	133
Day Total :						5852

AM Total :	2296 (39.2%)	Peak AM Hour : 06:15 =	387 (6.6%)	Peak AM Factor : 0.896	Average Period :	61.0
PM Total :	3556 (60.8%)	Peak PM Hour : 13:15 =	640 (10.9%)	Peak PM Factor : 0.870	Average Hour :	243.8

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	11	7	9	4	31
Sat	01:00	6	0	4	2	12
	02:00	2	0	3	0	5
	03:00	0	4	4	19	27
	04:00	10	27	41	37	115
	05:00	46	41	39	49	175
	06:00	77	83	88	94	342
	07:00	61	55	77	78	271
	08:00	59	23	25	18	125
	09:00	32	18	37	40	127
	10:00	58	82	80	89	309
	11:00	69	54	42	68	233
	12:00	57	56	78	46	237
	13:00	74	135	100	126	435
	14:00	126	102	98	76	402
	15:00	59	55	65	57	236
	16:00	46	31	47	51	175
	17:00	56	35	60	66	217
	18:00	32	34	29	45	140
	19:00	24	22	17	13	76
	20:00	10	13	19	24	66
	21:00	18	20	28	68	134
	22:00	22	13	8	13	56
	23:00	21	30	22	13	86
Day Total :						4032

AM Total :	1772 (43.9%)	Peak AM Hour : 06:00 =	342 (8.5%)	Peak AM Factor : 0.910	Average Period : 42.0
PM Total :	2260 (56.1%)	Peak PM Hour : 13:15 =	487 (12.1%)	Peak PM Factor : 0.902	Average Hour : 168.0

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	11	13	3	3	30
Sun	01:00	1	0	1	4	6
	02:00	1	5	7	1	14
	03:00	1	9	15	21	46
	04:00	9	7	20	19	55
	05:00	16	18	26	42	102
	06:00	66	47	45	55	213
	07:00	29	26	46	71	172
	08:00	43	28	20	26	117
	09:00	30	38	41	68	177
	10:00	67	84	100	69	320
	11:00	97	55	68	62	282
	12:00	71	73	78	63	285
	13:00	90	130	165	140	525
	14:00	158	131	112	67	468
	15:00	71	87	96	96	350
	16:00	117	103	125	115	460
	17:00	81	55	91	96	323
	18:00	86	60	49	39	234
	19:00	37	26	35	30	128
	20:00	34	58	36	41	169
	21:00	32	57	44	27	160
	22:00	38	37	68	60	203
	23:00	75	57	83	27	242
Day Total :						5081

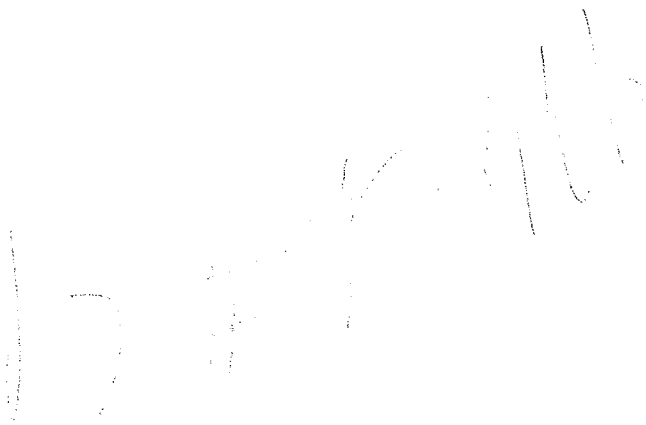
AM Total :	1534 (30.2%)	Peak AM Hour :	10:15 =	350 (6.9%)	Peak AM Factor : 0.875	Average Period : 52.9
PM Total :	3547 (69.8%)	Peak PM Hour :	13:30 =	594 (11.7%)	Peak PM Factor : 0.900	Average Hour : 211.7

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	31	15	5	12	63
Mon	01:00	11	7	3	3	24
	02:00	3	0	3	2	8
	03:00	0	0	10	26	36
	04:00	9	21	44	88	162
	05:00	104	59	58	106	327
	06:00	107	119	134	137	497
	07:00	99	84	110	66	359
	08:00	72	58	45	69	244
	09:00	54	53	70	75	252
	10:00	92	108	107	136	443
	11:00	128	79	76	69	352
	12:00	65	80	93	84	322
	13:00	86	124	150	159	519
	14:00	119	96	125	75	415
	15:00	83	84	69	72	308
	16:00	87	111	89	77	364
	17:00	81	75	63	92	311
	18:00	39	55	53	50	197
	19:00	34	45	24	35	138
	20:00	43	26	36	20	125
	21:00	24	61	78	22	185
	22:00	28	58	48	106	240
	23:00	42	39	35	18	134
Day Total :						6025

AM Total :	2767 (45.9%)	Peak AM Hour : 06:00 =	497 (8.2%)	Peak AM Factor : 0.907	Average Period :	62.8
PM Total :	3258 (54.1%)	Peak PM Hour : 13:15 =	552 (9.2%)	Peak PM Factor : 0.868	Average Hour :	251.0

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	10	19	3	0	32
Tue	01:00	2	6	0	2	10
	02:00	1	3	1	2	7
	03:00	2	6	11	20	39
	04:00	9	23	31	72	135
	05:00	88	51	38	71	248
	06:00	92	92	103	99	386
	07:00	77	63	80	67	287
	08:00	59	44	56	50	209
	09:00	48	59	65	45	217
	10:00	67	76	91	77	311
	11:00	59	40	62	45	206
	12:00	45	46	42	56	189
	13:00	67	89	117	122	395
	14:00	127	110	96	107	440
	15:00	65	84	72		221
Day Total :						3332

AM Total :	2087 (62.6%)	Peak AM Hour : 06:00 =	386 (11.6%)	Peak AM Factor : 0.937	Average Period :	52.9
PM Total :	1245 (37.4%)	Peak PM Hour : 13:30 =	476 (14.3%)	Peak PM Factor : 0.937	Average Hour :	211.6



Basic Volume Summary: AIRPORT IN

Grand Total For Data From: 07:45 - 11/26/2008 To: 15:59 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	81281	(100.0%)	13.33	6096	63.5	254.0	32906 (40.5%)	48375 (59.5%)
ALL	81281		13.33	6096	63.5	254.0	32906 (40.5%)	48375 (59.5%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:00 =	665	12/01/2008	0.857	13:15 =	740	12/01/2008	0.898

Basic Volume Report: AIRPORT EXIT

Station ID : AIRPORT EXIT
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : AIRPORT EXIT.DB

Last Connected Device Type : Apollo
Version Number : 1.41
Serial Number : 89585

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

Date	Time	:00	:15	:30	:45	Total
11/26/08	08:00	36	30	39	39	144
Wed	09:00	38	44	42	71	195
	10:00	45	89	70	68	272
	11:00	103	109	55	55	322
	12:00	87	91	66	105	349
	13:00	77	92	96	137	402
	14:00	126	138	187	135	586
	15:00	139	115	135	96	485
	16:00	105	96	151	158	510
	17:00	101	81	100	84	366
	18:00	137	158	86	53	434
	19:00	64	86	36	29	215
	20:00	58	72	106	24	260
	21:00	20	37	116	119	292
	22:00	57	20	64	94	235
	23:00	61	74	157	72	364
Daily Total:						5431

AM Total:	933	(17.2%)	Peak AM Hour: 10:30 = 350 (6.4%)	Peak AM Factor: 0.803	Average Period: 84.9
PM Total:	4498	(82.8%)	Peak PM Hour: 14:15 = 599 (11.0%)	Peak PM Factor: 0.801	AverageHour: 339.4

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	32	24	8	7	71
Thu	01:00	1	1	4	0	6
	02:00	1	0	1	2	4
	03:00	1	1	1	4	7
	04:00	3	5	17	29	54
	05:00	39	20	24	34	117
	06:00	65	61	53	50	229
	07:00	41	37	30	36	144
	08:00	30	13	17	19	79
	09:00	35	22	48	39	144
	10:00	59	62	43	35	199
	11:00	55	82	98	59	294
	12:00	55	41	50	54	200
	13:00	40	46	41	92	219
	14:00	80	53	93	81	307
	15:00	65	65	57	24	211
	16:00	20	25	32	21	98
	17:00	12	26	24	23	85
	18:00	16	36	51	27	130
	19:00	42	18	24	12	96
	20:00	33	8	3	4	48
	21:00	6	4	10	10	30
	22:00	5	9	25	15	54
	23:00	16	22	13	10	61
Daily Total:						2887

AM Total:	1348	(46.7%)	Peak AM Hour: 11:00 = 294 (10.2%)	Peak AM Factor: 0.750	Average Period: 30.1
PM Total:	1539	(53.3%)	Peak PM Hour: 13:45 = 318 (11.0%)	Peak PM Factor: 0.855	AverageHour: 120.3

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	10	7	2	2	21
Fri	01:00	0	2	1	0	3
	02:00	1	0	3	0	4
	03:00	4	0	1	1	6
	04:00	2	3	6	5	16
	05:00	14	7	14	22	57
	06:00	26	32	46	51	155
	07:00	41	16	30	42	129
	08:00	35	47	40	36	158
	09:00	25	20	14	39	98
	10:00	40	52	67	55	214
	11:00	69	77	71	48	265
	12:00	63	47	61	52	223
	13:00	44	71	63	116	294
	14:00	105	94	104	82	385
	15:00	64	46	107	56	273
	16:00	42	78	82	80	282
	17:00	53	66	53	33	205
	18:00	81	76	85	42	284
	19:00	54	30	15	21	120
	20:00	51	32	24	10	117
	21:00	9	74	56	18	157
	22:00	23	44	42	52	161
	23:00	56	19	50	29	154
Daily Total:						3781

AM Total:	1126	(29.8%)	Peak AM Hour: 10:45 = 272 (7.2%)	Peak AM Factor: 0.883	Average Period: 39.4
PM Total:	2655	(70.2%)	Peak PM Hour: 13:45 = 419 (11.1%)	Peak PM Factor: 0.903	AverageHour: 157.5

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	10	7	6	3	26
Sat	01:00	2	5	2	0	9
	02:00	1	0	0	0	1
	03:00	1	3	1	2	7
	04:00	3	4	3	13	23
	05:00	49	18	26	28	121
	06:00	46	67	79	68	260
	07:00	53	44	46	43	186
	08:00	37	29	16	25	107
	09:00	16	21	25	32	94
	10:00	37	63	67	67	234
	11:00	83	103	59	45	290
	12:00	38	37	37	63	175
	13:00	40	58	79	118	295
	14:00	90	85	93	110	378
	15:00	133	93	45	63	334
	16:00	71	43	70	97	281
	17:00	38	58	78	84	258
	18:00	70	105	65	46	286
	19:00	40	43	36	32	151
	20:00	15	9	9	5	38
	21:00	12	34	55	38	139
	22:00	50	50	24	23	147
	23:00	48	46	42	38	174
Daily Total:						4014

AM Total:	1358	(33.8%)	Peak AM Hour: 10:30 = 320 (8.0%)	Peak AM Factor: 0.777	Average Period: 41.8
PM Total:	2656	(66.2%)	Peak PM Hour: 14:30 = 429 (10.7%)	Peak PM Factor: 0.806	AverageHour: 167.3

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	51	14	11	2	78
Sun	01:00	8	2	12	36	58
	02:00	5	0	5	2	12
	03:00	0	2	2	8	12
	04:00	2	3	3	17	25
	05:00	23	17	17	53	110
	06:00	90	64	126	125	405
	07:00	100	103	58	90	351
	08:00	45	47	37	11	140
	09:00	33	19	45	55	152
	10:00	50	53	115	140	358
	11:00	172	145	94	66	477
	12:00	119	67	89	114	389
	13:00	117	87	108	109	421
	14:00	139	158	112	123	532
	15:00	94	100	175	95	464
	16:00	148	139	144	106	537
	17:00	165	161	137	165	628
	18:00	151	214	98	70	533
	19:00	98	36	27	75	236
	20:00	48	39	78	25	190
	21:00	83	147	58	97	385
	22:00	148	133	44	106	431
	23:00	129	126	103	59	417
Daily Total:						7341

AM Total:	2178	29.7%	Peak AM Hour: 10:30 = 572 (7.8%)	Peak AM Factor: 0.831	Average Period: 76.5
PM Total:	5163	70.3%	Peak PM Hour: 17:30 = 667 (9.1%)	Peak PM Factor: 0.779	AverageHour: 305.9

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	104	101	120	86	411
Mon	01:00	88	77	74	26	265
	02:00	6	6	10	4	26
	03:00	7	15	13	6	41
	04:00	3	7	10	48	68
	05:00	89	74	60	60	283
	06:00	88	121	120	158	487
	07:00	115	76	107	104	402
	08:00	101	77	85	80	343
	09:00	74	67	48	60	249
	10:00	96	98	164	178	536
	11:00	150	133	128	121	532
	12:00	77	72	79	145	373
	13:00	136	110	187	180	613
	14:00	218	174	171	120	683
	15:00	130	136	134	180	580
	16:00	232	145	169	194	740
	17:00	134	107	123	200	564
	18:00	128	171	115	120	534
	19:00	156	118	83	57	414
	20:00	60	25	53	107	245
	21:00	48	6	50	99	203
	22:00	121	66	39	64	290
	23:00	124	149	131	126	530
Daily Total:						9412

AM Total:	3643	38.7%	Peak AM Hour: 10:30 = 628 (6.7%)	Peak AM Factor: 0.882	Average Period: 98.1
PM Total:	5769	61.3%	Peak PM Hour: 13:30 = 759 (8.1%)	Peak PM Factor: 0.870	AverageHour: 392.2

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	159	93	20	12	284
Tue	01:00	23	23	11	3	60
	02:00	3	1	9	4	17
	03:00	3	4	4	0	11
	04:00	3	3	31	36	73
	05:00	50	47	38	54	189
	06:00	81	88	100	78	347
	07:00	85	54	66	81	286
	08:00	59	42	43	38	182
	09:00	28	42	32	62	164
	10:00	88	115	84	97	384
	11:00	140	81	100	74	395
	12:00	124	76	66	61	327
	13:00	136	139	162	153	590
	14:00	182	124	155	149	610
	15:00	147	84	81	135	447
	16:00	138	136	170	155	599
	17:00	176	131	100	107	514
	18:00	139	159	111	86	495
	19:00	128	73	23	23	247
	20:00	15	34	73	96	218
	21:00	49	80	54	124	307
	22:00	96	69	30	50	245
	23:00	132	134	46	30	342
Daily Total:						7333

AM Total:	2392	32.6%	Peak AM Hour: 10:15 = 436 (5.9%)	Peak AM Factor: 0.779	Average Period: 76.4
PM Total:	4941	67.4%	Peak PM Hour: 16:15 = 637 (8.7%)	Peak PM Factor: 0.905	Average Hour: 305.5

Basic Volume Report: EB AIR RD LANE1

Station ID : EB AIR RD LANE1
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : EB AIR RD LANE1.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 97855

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 10:15 - 11/24/2008 To: 15:59 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	10:00		83	96	87	266
Mon	11:00	78	84	64	60	286
	12:00	69	56	79	72	276
	13:00	64	73	99	114	350
	14:00	95	79	103	96	373
	15:00	79	58	88	98	323
	16:00	80	79	89	66	314
	17:00	79	75	76	90	320
	18:00	65	71	43	38	217
	19:00	44	31	21	20	116
	20:00	47	24	26	35	132
	21:00	39	50	36	38	163
	22:00	41	44	30	32	147
	23:00	47	38	29	19	133
Day Total :						3416

AM Total :	552 (16.2%)	Peak AM Hour : 10:30 =	345 (10.1%)	Peak AM Factor : 0.898	Average Period : 62.1
PM Total :	2864 (83.8%)	Peak PM Hour : 13:45 =	391 (11.4%)	Peak PM Factor : 0.857	Average Hour : 248.4

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	12	5	3	7	27
Tue	01:00	2	1	1	1	5
	02:00	1	1	0	2	4
	03:00	2	5	10	12	29
	04:00	18	15	34	62	129
	05:00	42	59	43	62	206
	06:00	72	68	94	120	354
	07:00	99	104	121	137	461
	08:00	127	138	101	93	459
	09:00	88	78	86	100	352
	10:00	133	78	88	102	401
	11:00	93	67	79	63	302
	12:00	90	82	60	80	312
	13:00	92	98	121	131	442
	14:00	119	111	97	92	419
	15:00	86	103	86	91	366
	16:00	81	93	91	78	343
	17:00	93	70	67	71	301
	18:00	92	90	72	89	343
	19:00	53	44	21	29	147
	20:00	30	45	43	42	160
	21:00	46	54	61	54	215
	22:00	41	43	51	61	196
	23:00	51	40	27	27	145
Day Total :						6118

AM Total :	2729 (44.6%)	Peak AM Hour : 07:30 =	523 (8.5%)	Peak AM Factor : 0.947	Average Period : 63.7
PM Total :	3389 (55.4%)	Peak PM Hour : 13:30 =	482 (7.9%)	Peak PM Factor : 0.920	Average Hour : 254.9

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	13	6	5	0	24
Wed	01:00	2	2	0	2	6
	02:00	2	4	2	7	15
	03:00	3	7	10	12	32
	04:00	18	16	34	53	121
	05:00	54	51	46	57	208
	06:00	78	82	81	105	346
	07:00	98	93	88	115	394
	08:00	119	78	95	98	390
	09:00	78	77	83	82	320
	10:00	80	87	54	113	334
	11:00	90	74	73	72	309
	12:00	80	80	72	90	322
	13:00	77	123	105	114	419
	14:00	128	118	114	104	464
	15:00	90	91	77	96	354
	16:00	100	110	89	59	358
	17:00	74	97	91	93	355
	18:00	85	63	45	54	247
	19:00	49	40	41	47	177
	20:00	32	39	28	25	124
	21:00	24	56	67	38	185
	22:00	30	48	52	47	177
	23:00	61	61	42	36	200
Day Total :						5881

AM Total :	2499 (42.5%)	Peak AM Hour : 07:15 =	415 (7.1%)	Peak AM Factor : 0.872	Average Period : 61.3
PM Total :	3382 (57.5%)	Peak PM Hour : 13:45 =	474 (8.1%)	Peak PM Factor : 0.926	Average Hour : 245.0

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	11	5	6	6	28
Thu	01:00	7	6	2	5	20
	02:00	1	0	0	5	6
	03:00	1	3	11	11	26
	04:00	14	17	39	50	120
	05:00	52	33	38	57	180
	06:00	70	56	56	65	247
	07:00	28	34	39	43	144
	08:00	30	22	27	39	118
	09:00	25	36	42	43	146
	10:00	60	60	63	60	243
	11:00	65	61	69	62	257
	12:00	71	51	68	72	262
	13:00	57	78	78	92	305
	14:00	78	84	69	60	291
	15:00	66	62	35	25	188
	16:00	43	29	34	21	127
	17:00	23	38	35	23	119
	18:00	26	36	31	33	126
	19:00	29	30	32	29	120
	20:00	39	27	28	33	127
	21:00	33	29	21	24	107
	22:00	27	22	15	17	81
	23:00	20	19	11	9	59
Day Total :						3447

AM Total :	1535 (44.5%)	Peak AM Hour : 11:00 =	257 (7.5%)	Peak AM Factor : 0.918	Average Period : 35.9
PM Total :	1912 (55.5%)	Peak PM Hour : 13:30 =	332 (9.6%)	Peak PM Factor : 0.902	Average Hour : 143.6

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	8	2	4	5	19
Fri	01:00	1	4	2	0	7
	02:00	2	3	1	4	10
	03:00	3	2	6	15	26
	04:00	13	12	18	30	73
	05:00	19	25	28	42	114
	06:00	39	35	53	53	180
	07:00	37	44	56	56	193
	08:00	59	59	63	41	222
	09:00	52	32	42	57	183
	10:00	57	57	76	67	257
	11:00	100	80	67	66	313
	12:00	56	48	61	62	227
	13:00	63	91	85	125	364
	14:00	87	101	75	57	320
	15:00	56	70	79	56	261
	16:00	55	53	74	46	228
	17:00	62	51	72	65	250
	18:00	43	44	42	36	165
	19:00	30	22	27	28	107
	20:00	26	13	22	16	77
	21:00	28	42	28	32	130
	22:00	22	29	33	29	113
	23:00	26	16	17	11	70
Day Total :						3909

AM Total :	1597 (40.9%)	Peak AM Hour : 10:30 =	323 (8.3%)	Peak AM Factor : 0.808	Average Period : 40.7
PM Total :	2312 (59.1%)	Peak PM Hour : 13:30 =	398 (10.2%)	Peak PM Factor : 0.796	Average Hour : 162.9

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	3	6	2	3	14
Sat	01:00	3	2	2	2	9
	02:00	0	1	1	1	3
	03:00	4	3	8	11	26
	04:00	15	13	19	45	92
	05:00	44	37	33	52	166
	06:00	38	62	47	60	207
	07:00	53	34	52	58	197
	08:00	43	36	24	25	128
	09:00	32	42	50	62	186
	10:00	51	75	72	81	279
	11:00	74	79	66	62	281
	12:00	56	36	63	57	212
	13:00	61	72	98	88	319
	14:00	85	104	101	89	379
	15:00	69	57	60	72	258
	16:00	63	45	55	64	227
	17:00	56	57	63	67	243
	18:00	46	55	36	41	178
	19:00	33	30	24	24	111
	20:00	16	15	18	16	65
	21:00	23	21	21	25	90
	22:00	25	26	34	30	115
	23:00	21	20	28	27	96
Day Total :						3881

AM Total :	1588 (40.9%)	Peak AM Hour : 10:30 =	306 (7.9%)	Peak AM Factor : 0.944	Average Period : 40.4
PM Total :	2293 (59.1%)	Peak PM Hour : 14:00 =	379 (9.8%)	Peak PM Factor : 0.911	Average Hour : 161.7

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	13	2	7	4	26
Sun	01:00	7	5	6	9	27
	02:00	1	0	1	5	7
	03:00	4	3	6	20	33
	04:00	8	7	13	36	64
	05:00	19	29	22	46	116
	06:00	44	57	57	73	231
	07:00	55	30	46	48	179
	08:00	34	24	35	28	121
	09:00	31	21	36	49	137
	10:00	41	64	69	94	268
	11:00	80	51	68	59	258
	12:00	69	63	77	74	283
	13:00	78	77	87	110	352
	14:00	87	89	103	117	396
	15:00	72	67	81	70	290
	16:00	84	92	84	92	352
	17:00	76	85	81	78	320
	18:00	52	46	73	51	222
	19:00	35	28	45	31	139
	20:00	31	42	38	49	160
	21:00	50	64	60	41	215
	22:00	48	43	35	41	167
	23:00	40	34	14	40	128
Day Total :						4491

AM Total :	1467 (32.7%)	Peak AM Hour :	10:15 =	307 (6.8%)	Peak AM Factor : 0.816	Average Period :	46.8
PM Total :	3024 (67.3%)	Peak PM Hour :	14:00 =	396 (8.8%)	Peak PM Factor : 0.846	Average Hour :	187.1

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	36	39	18	25	118
Mon	01:00	21	21	14	8	64
	02:00	7	1	7	7	22
	03:00	4	4	8	13	29
	04:00	16	13	25	72	126
	05:00	86	82	61	62	291
	06:00	89	98	130	155	472
	07:00	135	151	156	160	602
	08:00	164	122	134	118	538
	09:00	133	113	102	108	456
	10:00	102	114	132	114	462
	11:00	96	100	71	79	346
	12:00	89	83	72	109	353
	13:00	110	109	116	144	479
	14:00	116	131	98	95	440
	15:00	96	120	124	104	444
	16:00	85	121	101	94	401
	17:00	106	101	96	87	390
	18:00	96	86	67	55	304
	19:00	48	36	33	28	145
	20:00	36	33	30	27	126
	21:00	24	35	34	31	124
	22:00	26	27	31	58	142
	23:00	52	47	51	50	200
Day Total :						7074

AM Total :	3526 (49.8%)	Peak AM Hour : 07:15 =	631 (8.9%)	Peak AM Factor : 0.962	Average Period : 73.7
PM Total :	3548 (50.2%)	Peak PM Hour : 13:30 =	507 (7.2%)	Peak PM Factor : 0.880	Average Hour : 294.8

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	28	19	8	7	62
Tue	01:00	10	9	3	3	25
	02:00	2	1	2	5	10
	03:00	4	4	5	17	30
	04:00	11	14	42	64	131
	05:00	59	55	47	79	240
	06:00	87	96	111	132	426
	07:00	140	139	137	181	597
	08:00	154	115	115	122	506
	09:00	115	84	72	99	370
	10:00	87	90	102	97	376
	11:00	95	78	91	82	346
	12:00	68	59	89	89	305
	13:00	92	112	119	137	460
	14:00	129	135	97	94	455
	15:00	92	97	82	81	352
	16:00	103	93	80	80	356
	17:00	76	71	78	87	312
	18:00	85	54	41	49	229
	19:00	41	39	39	22	141
	20:00	31	35	38	24	128
	21:00	34	35	53	45	167
	22:00	24	35	31	37	127
	23:00	43	31	27	9	110
Day Total :						6261

AM Total :	3119 (49.8%)	Peak AM Hour : 07:15 =	611 (9.8%)	Peak AM Factor : 0.844	Average Period : 65.2
PM Total :	3142 (50.2%)	Peak PM Hour : 13:30 =	520 (8.3%)	Peak PM Factor : 0.949	Average Hour : 260.9

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	6	5	9	6	26
Wed	01:00	6	2	1	1	10
	02:00	0	2	6	6	14
	03:00	2	7	4	18	31
	04:00	15	18	22	49	104
	05:00	47	42	48	57	194
	06:00	76	88	96	124	384
	07:00	118	118	132	157	525
	08:00	159	100	113	121	493
	09:00	123	98	80	85	386
	10:00	79	88	93	80	340
	11:00	72	82	94	70	318
	12:00	66	69	76	84	295
	13:00	90	107	109	131	437
	14:00	126	122	94	93	435
	15:00	90	85	111	99	385
	16:00	88	86	80	75	329
	17:00	65	85	67	78	295
	18:00	71	50	39	26	186
	19:00	33	27	30	42	132
	20:00	39	38	36	31	144
	21:00	28	39	26	28	121
	22:00	27	38	35	37	137
	23:00	17	31	22	17	87
Day Total :						5808

AM Total :	2825 (48.6%)	Peak AM Hour : 07:15 =	566 (9.7%)	Peak AM Factor : 0.890	Average Period : 60.5
PM Total :	2983 (51.4%)	Peak PM Hour : 13:30 =	488 (8.4%)	Peak PM Factor : 0.931	Average Hour : 242.0

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	11	7	6	6	30
Thu	01:00	1	5	2	0	8
	02:00	1	1	0	3	5
	03:00	0	5	4	18	27
	04:00	7	20	15	48	90
	05:00	46	54	53	56	209
	06:00	73	76	118	130	397
	07:00	108	142	153	143	546
	08:00	154	117	124	109	504
	09:00	127	84	78	104	393
	10:00	78	66	91	88	323
	11:00	84	64	76	65	289
	12:00	70	82	63	82	297
	13:00	73	86	125	107	391
	14:00	100	121	78	80	379
	15:00	82	90	79	77	328
	16:00	89	100	78	91	358
	17:00	80	86	94	71	331
	18:00	77	80	36	49	242
	19:00	46	45	37	40	168
	20:00	41	39	25	34	139
	21:00	30	32	42	31	135
	22:00	33	27	21	35	116
	23:00	23	22	24	9	78
Day Total :						5783

AM Total :	2821 (48.8%)	Peak AM Hour : 07:15 =	592 (10.2%)	Peak AM Factor : 0.961	Average Period :	60.2
PM Total :	2962 (51.2%)	Peak PM Hour : 13:30 =	453 (7.8%)	Peak PM Factor : 0.906	Average Hour :	241.0

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	16	13	5	8	42
Fri	01:00	6	3	5	1	15
	02:00	0	1	4	2	7
	03:00	1	4	6	16	27
	04:00	13	10	25	47	95
	05:00	53	43	51	55	202
	06:00	70	73	97	130	370
	07:00	112	116	149	159	536
	08:00	130	122	121	109	482
	09:00	99	68	74	92	333
	10:00	72	78	78	76	304
	11:00	81	76	76	83	316
	12:00	79	70	87	76	312
	13:00	97	97	117	114	425
	14:00	114	122	87	72	395
	15:00	81	75	74	72	302
	16:00	91	83	71	61	306
	17:00	76	72	80	71	299
	18:00	74	47	59	58	238
	19:00	25	30	24	43	122
	20:00	28	23	25	24	100
	21:00	28	51	27	34	140
	22:00	37	42	41	33	153
	23:00	35	35	12	15	97
Day Total :						5618

AM Total :	2729 (48.6%)	Peak AM Hour : 07:30 =	560 (10.0%)	Peak AM Factor : 0.881	Average Period : 58.5
PM Total :	2889 (51.4%)	Peak PM Hour : 13:30 =	467 (8.3%)	Peak PM Factor : 0.957	Average Hour : 234.1

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	7	6	7	4	24
Sat	01:00	6	2	5	2	15
	02:00	0	1	4	0	5
	03:00	6	2	6	12	26
	04:00	7	17	22	35	81
	05:00	29	32	32	39	132
	06:00	53	47	62	85	247
	07:00	48	36	53	57	194
	08:00	56	46	35	37	174
	09:00	36	32	35	47	150
	10:00	58	60	61	83	262
	11:00	52	50	46	51	199
	12:00	61	62	59	54	236
	13:00	74	77	86	90	327
	14:00	79	77	78	52	286
	15:00	52	61	52	62	227
	16:00	49	36	55	54	194
	17:00	55	56	54	48	213
	18:00	36	30	32	46	144
	19:00	15	27	29	24	95
	20:00	10	24	20	23	77
	21:00	18	26	32	33	109
	22:00	15	14	18	24	71
	23:00	17	20	24	13	74
Day Total :						3562

AM Total :	1509 (42.4%)	Peak AM Hour : 10:00 =	262 (7.4%)	Peak AM Factor : 0.771	Average Period : 37.1
PM Total :	2053 (57.6%)	Peak PM Hour : 13:15 =	332 (9.3%)	Peak PM Factor : 0.922	Average Hour : 148.4

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	14	6	5	6	31
Sun	01:00	6	5	4	3	18
	02:00	3	4	5	2	14
	03:00	1	7	9	13	30
	04:00	13	9	9	26	57
	05:00	14	14	19	40	87
	06:00	40	27	26	35	128
	07:00	28	20	31	42	121
	08:00	42	14	24	41	121
	09:00	32	32	47	44	155
	10:00	51	54	74	55	234
	11:00	60	50	22	52	184
	12:00	47	63	60	58	228
	13:00	63	93	112	104	372
	14:00	97	82	95	52	326
	15:00	48	60	78	74	260
	16:00	91	82	86	90	349
	17:00	73	48	66	59	246
	18:00	54	45	44	36	179
	19:00	32	29	24	29	114
	20:00	32	25	22	23	102
	21:00	24	25	36	28	113
	22:00	24	25	36	29	114
	23:00	34	32	35	19	120
Day Total :						3703

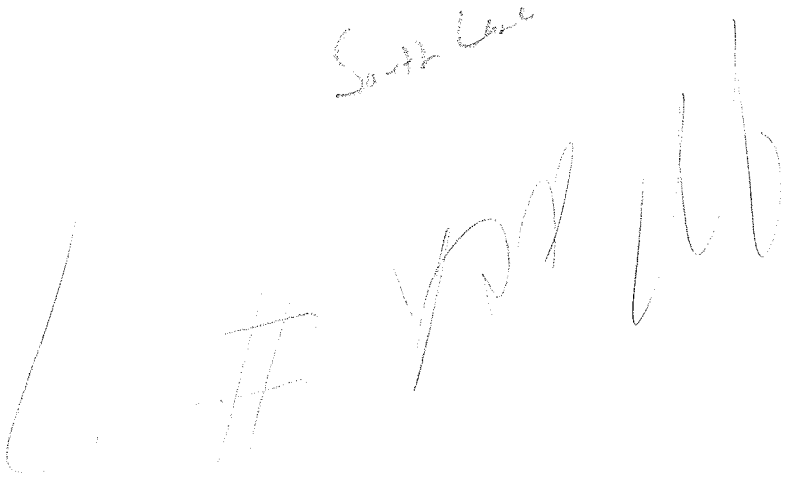
AM Total :	1180 (31.9%)	Peak AM Hour : 10:15 =	243 (6.6%)	Peak AM Factor : 0.821	Average Period : 38.6
PM Total :	2523 (68.1%)	Peak PM Hour : 13:15 =	406 (11.0%)	Peak PM Factor : 0.906	Average Hour : 154.3

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	16	8	1	6	31
Mon	01:00	5	3	4	1	13
	02:00	1	0	2	1	4
	03:00	2	2	7	18	29
	04:00	14	11	20	53	98
	05:00	65	53	52	80	250
	06:00	76	96	104	122	398
	07:00	111	127	160	144	542
	08:00	129	126	119	116	490
	09:00	126	90	78	85	379
	10:00	66	76	71	93	306
	11:00	81	81	60	56	278
	12:00	75	75	72	77	299
	13:00	77	93	96	114	380
	14:00	91	98	100	65	354
	15:00	74	84	80	67	305
	16:00	76	101	73	71	321
	17:00	54	65	64	63	246
	18:00	42	45	44	40	171
	19:00	40	40	30	25	135
	20:00	37	30	27	19	113
	21:00	22	37	36	32	127
	22:00	22	46	25	49	142
	23:00	26	22	19	15	82
Day Total :						5493

AM Total :	2818 (51.3%)	Peak AM Hour : 07:15 =	560 (10.2%)	Peak AM Factor : 0.875	Average Period : 57.2
PM Total :	2675 (48.7%)	Peak PM Hour : 13:45 =	403 (7.3%)	Peak PM Factor : 0.884	Average Hour : 228.9

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	7	6	3	1	17
Tue	01:00	2	2	0	1	5
	02:00	1	1	2	1	5
	03:00	5	5	8	7	25
	04:00	14	12	21	51	98
	05:00	42	57	30	56	185
	06:00	71	75	81	134	361
	07:00	118	131	130	155	534
	08:00	131	124	114	126	495
	09:00	107	83	84	66	340
	10:00	81	69	76	75	301
	11:00	48	51	63	64	226
	12:00	75	60	37	59	231
	13:00	67	74	104	83	328
	14:00	98	98	68	78	342
	15:00	85	71	76		232
Day Total :						3725

AM Total :	2592 (69.6%)	Peak AM Hour : 07:15 =	547 (14.7%)	Peak AM Factor : 0.882	Average Period : 59.1
PM Total :	1133 (30.4%)	Peak PM Hour : 13:30 =	383 (10.3%)	Peak PM Factor : 0.921	Average Hour : 236.5



Basic Volume Summary: EB AIR RD LANE1

Grand Total For Data From: 10:15 - 11/24/2008 To: 15:59 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	78170	(100.0%)	15.23	5133	53.5	213.9	35086 (44.9%)	43084 (55.1%)
ALL	78170		15.23	5133	53.5	213.9	35086 (44.9%)	43084 (55.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:15 =	631	12/01/2008	0.962	13:30 =	520	12/02/2008	0.949

Basic Volume Report: EBAIR RD LANE 2

Station ID : EBAIR RD LANE 2
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : EBAIR RD LANE 2.DB

Last Connected Device Type : Apollo
Version Number : 1.41
Serial Number : 89582

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 10:30 - 11/24/2008 To: 15:59 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	10:00			7	7	14
Mon	11:00	1	8	12	7	28
	12:00	3	4	9	8	24
	13:00	5	4	8	7	24
	14:00	13	12	6	10	41
	15:00	9	5	6	7	27
	16:00	5	4	3	4	16
	17:00	6	7	3	3	19
	18:00	1	1	1	3	6
	19:00	1	0	0	0	1
	20:00	3	3	3	1	10
	21:00	0	2	0	0	2
	22:00	0	0	0	0	0
	23:00	1	0	0	1	2
Day Total :						214

AM Total :	42 (19.6%)	Peak AM Hour : 10:45 =	28 (13.1%)	Peak AM Factor : 0.583	Average Period : 4.0
PM Total :	172 (80.4%)	Peak PM Hour : 14:00 =	41 (19.2%)	Peak PM Factor : 0.788	Average Hour : 15.9

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	1	1	0	0	2
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	1	2
	03:00	1	0	1	0	2
	04:00	0	0	0	3	3
	05:00	3	0	1	3	7
	06:00	3	6	13	17	39
	07:00	14	20	37	34	105
	08:00	23	22	20	19	84
	09:00	24	11	14	17	66
	10:00	13	9	16	10	48
	11:00	2	7	4	6	19
	12:00	7	12	7	9	35
	13:00	11	7	9	5	32
	14:00	6	5	7	7	25
	15:00	8	8	1	5	22
	16:00	5	5	4	4	18
	17:00	1	3	2	6	12
	18:00	2	3	2	5	12
	19:00	0	3	1	0	4
	20:00	1	2	2	1	6
	21:00	1	1	2	0	4
	22:00	2	0	0	0	2
	23:00	1	1	0	0	2
Day Total :						551

AM Total :	377 (68.4%)	Peak AM Hour : 07:30 =	116 (21.1%)	Peak AM Factor : 0.784	Average Period : 5.7
PM Total :	174 (31.6%)	Peak PM Hour : 12:15 =	39 (7.1%)	Peak PM Factor : 0.812	Average Hour : 23.0

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	1	0	0	0	1
	05:00	0	5	5	1	11
	06:00	3	7	19	13	42
	07:00	14	29	34	28	105
	08:00	17	16	20	31	84
	09:00	17	11	9	15	52
	10:00	5	3	2	4	14
	11:00	7	4	8	8	27
	12:00	6	6	8	6	26
	13:00	10	5	6	10	31
	14:00	3	6	8	5	22
	15:00	7	7	3	5	22
	16:00	6	1	5	2	14
	17:00	4	3	3	2	12
	18:00	1	2	0	2	5
	19:00	3	2	0	1	6
	20:00	4	0	2	1	7
	21:00	0	4	2	0	6
	22:00	1	0	1	1	3
	23:00	0	1	0	0	1
Day Total :						493

AM Total :	338 (68.6%)	Peak AM Hour : 07:15 =	108 (21.9%)	Peak AM Factor : 0.794	Average Period : 5.1
PM Total :	155 (31.4%)	Peak PM Hour : 13:00 =	31 (6.3%)	Peak PM Factor : 0.775	Average Hour : 20.5

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	0	0	0	0	0
Thu	01:00	1	0	0	2	3
	02:00	0	1	0	1	2
	03:00	1	0	2	1	4
	04:00	0	1	0	2	3
	05:00	0	0	0	3	3
	06:00	1	0	0	1	2
	07:00	2	0	1	0	3
	08:00	0	1	0	0	1
	09:00	1	0	1	0	2
	10:00	0	0	1	0	1
	11:00	1	2	1	1	5
	12:00	1	2	5	0	8
	13:00	1	1	1	1	4
	14:00	2	2	1	2	7
	15:00	1	2	2	1	6
	16:00	1	2	1	0	4
	17:00	1	1	1	1	4
	18:00	1	0	1	0	2
	19:00	1	0	3	3	7
	20:00	1	2	1	2	6
	21:00	1	3	0	0	4
	22:00	0	0	0	0	0
	23:00	2	0	0	1	3
Day Total :						84

AM Total :	29 (34.5%)	Peak AM Hour : 11:00 =	5 (6.0%)	Peak AM Factor : 0.417	Average Period :	0.9
PM Total :	55 (65.5%)	Peak PM Hour : 19:30 =	9 (10.7%)	Peak PM Factor : 0.450	Average Hour :	3.5

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	1	0	0	1	2
Fri	01:00	1	1	0	0	2
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	1	1
	07:00	1	0	5	2	8
	08:00	5	4	4	3	16
	09:00	4	2	3	7	16
	10:00	2	2	3	2	9
	11:00	0	2	1	3	6
	12:00	4	8	1	3	16
	13:00	3	2	8	2	15
	14:00	5	0	0	1	6
	15:00	0	1	1	0	2
	16:00	1	3	1	3	8
	17:00	5	6	2	2	15
	18:00	2	0	0	0	2
	19:00	3	1	1	2	7
	20:00	0	2	0	0	2
	21:00	1	5	0	1	7
	22:00	0	0	0	2	2
	23:00	0	0	0	4	4
Day Total :						147

AM Total :	61 (41.5%)	Peak AM Hour : 07:30 =	16 (10.9%)	Peak AM Factor : 0.571	Average Period : 1.5
PM Total :	86 (58.5%)	Peak PM Hour : 13:15 =	17 (11.6%)	Peak PM Factor : 0.531	Average Hour : 6.1

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	1	0	0	0	1
Sat	01:00	1	0	0	0	1
	02:00	0	1	0	0	1
	03:00	1	0	1	0	2
	04:00	0	0	0	2	2
	05:00	0	1	0	0	1
	06:00	0	1	1	1	3
	07:00	1	0	0	2	3
	08:00	0	0	3	0	3
	09:00	2	1	2	1	6
	10:00	3	0	4	2	9
	11:00	1	0	1	1	3
	12:00	2	5	1	3	11
	13:00	5	3	1	1	10
	14:00	4	4	5	2	15
	15:00	1	1	2	2	6
	16:00	2	3	1	2	8
	17:00	1	0	5	2	8
	18:00	2	2	1	2	7
	19:00	1	1	2	0	4
	20:00	0	1	0	1	2
	21:00	0	0	1	0	1
	22:00	1	1	2	3	7
	23:00	0	1	0	0	1
Day Total :						115

AM Total :	35 (30.4%)	Peak AM Hour : 10:00 =	9 (7.8%)	Peak AM Factor : 0.562	Average Period : 1.2
PM Total :	80 (69.6%)	Peak PM Hour : 14:00 =	15 (13.0%)	Peak PM Factor : 0.750	Average Hour : 4.8

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	0	0	1	0	1
Sun	01:00	0	0	0	1	1
	02:00	0	0	1	0	1
	03:00	0	0	1	0	1
	04:00	0	0	0	1	1
	05:00	0	0	1	0	1
	06:00	0	0	1	2	3
	07:00	0	0	0	0	0
	08:00	1	0	0	0	1
	09:00	1	1	1	1	4
	10:00	1	0	3	2	6
	11:00	2	1	1	0	4
	12:00	0	2	2	0	4
	13:00	2	4	2	3	11
	14:00	4	4	4	2	14
	15:00	3	2	9	2	16
	16:00	1	1	2	1	5
	17:00	1	4	2	2	9
	18:00	0	0	1	2	3
	19:00	1	0	2	0	3
	20:00	1	1	1	1	4
	21:00	0	1	0	0	1
	22:00	1	3	0	1	5
	23:00	2	0	0	0	2
Day Total :						101

AM Total :	24 (23.8%)	Peak AM Hour : 10:30 =	8 (7.9%)	Peak AM Factor : 0.667	Average Period : 1.1
PM Total :	77 (76.2%)	Peak PM Hour : 14:45 =	16 (15.8%)	Peak PM Factor : 0.444	Average Hour : 4.2

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	0	2	0	0	2
Mon	01:00	0	1	1	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	2	2
	05:00	0	1	0	0	1
	06:00	0	6	12	16	34
	07:00	15	21	33	41	110
	08:00	22	10	22	23	77
	09:00	26	11	15	13	65
	10:00	15	10	9	1	35
	11:00	4	8	4	3	19
	12:00	6	6	10	9	31
	13:00	6	7	8	6	27
	14:00	11	6	11	11	39
	15:00	8	2	10	4	24
	16:00	2	9	6	2	19
	17:00	8	8	2	2	20
	18:00	1	5	5	3	14
	19:00	0	3	0	1	4
	20:00	3	2	1	0	6
	21:00	1	0	0	0	1
	22:00	1	1	0	1	3
	23:00	0	3	0	0	3
Day Total :						538

AM Total :	347 (64.5%)	Peak AM Hour : 07:15 =	117 (21.7%)	Peak AM Factor : 0.713	Average Period : 5.6
PM Total :	191 (35.5%)	Peak PM Hour : 14:00 =	39 (7.2%)	Peak PM Factor : 0.886	Average Hour : 22.4

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	1	0	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	1	1	2
	05:00	0	3	0	1	4
	06:00	5	9	19	15	48
	07:00	11	28	35	48	122
	08:00	20	20	15	33	88
	09:00	25	20	15	15	75
	10:00	11	8	8	13	40
	11:00	4	6	5	8	23
	12:00	4	4	3	14	25
	13:00	8	10	14	9	41
	14:00	8	11	6	11	36
	15:00	3	1	1	3	8
	16:00	4	4	1	3	12
	17:00	6	3	3	5	17
	18:00	2	5	4	1	12
	19:00	2	1	1	1	5
	20:00	1	1	3	3	8
	21:00	5	0	1	2	8
	22:00	2	0	0	2	4
	23:00	1	2	0	0	3
Day Total :						583

AM Total :	404 (69.3%)	Peak AM Hour : 07:15 =	131 (22.5%)	Peak AM Factor : 0.682	Average Period : 6.1
PM Total :	179 (30.7%)	Peak PM Hour : 12:45 =	46 (7.9%)	Peak PM Factor : 0.821	Average Hour : 24.3

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	2	1	4
	06:00	3	10	14	13	40
	07:00	23	23	31	37	114
	08:00	21	13	29	29	92
	09:00	22	16	18	13	69
	10:00	7	6	10	6	29
	11:00	4	4	6	6	20
	12:00	5	6	6	9	26
	13:00	6	10	12	11	39
	14:00	8	6	8	7	29
	15:00	9	3	9	4	25
	16:00	4	2	6	2	14
	17:00	6	7	4	4	21
	18:00	2	4	1	2	9
	19:00	3	0	1	1	5
	20:00	1	1	0	2	4
	21:00	0	0	0	0	0
	22:00	1	0	0	1	2
	23:00	1	2	2	0	5
Day Total :						548

AM Total :	369 (67.3%)	Peak AM Hour : 07:00 =	114 (20.8%)	Peak AM Factor : 0.770	Average Period : 5.7
PM Total :	179 (32.7%)	Peak PM Hour : 13:15 =	41 (7.5%)	Peak PM Factor : 0.854	Average Hour : 22.8

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	0	0	0	0	0
Thu	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	2	0	2
	04:00	0	0	2	1	3
	05:00	0	1	0	4	5
	06:00	2	10	14	9	35
	07:00	22	18	45	38	123
	08:00	24	14	20	21	79
	09:00	22	16	16	13	67
	10:00	13	9	9	18	49
	11:00	4	4	7	3	18
	12:00	11	10	6	4	31
	13:00	9	8	11	3	31
	14:00	4	14	12	8	38
	15:00	5	6	3	4	18
	16:00	5	7	5	5	22
	17:00	1	6	1	2	10
	18:00	2	4	0	4	10
	19:00	1	2	0	1	4
	20:00	1	1	2	0	4
	21:00	1	5	1	0	7
	22:00	1	0	0	2	3
	23:00	0	0	1	0	1
Day Total :						561

AM Total :	382 (68.1%)	Peak AM Hour : 07:15 =	125 (22.3%)	Peak AM Factor : 0.694	Average Period : 5.8
PM Total :	179 (31.9%)	Peak PM Hour : 14:15 =	39 (7.0%)	Peak PM Factor : 0.696	Average Hour : 23.4

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	0	0	1	0	1
Fri	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	1	0	2
	04:00	0	0	0	1	1
	05:00	1	2	1	1	5
	06:00	5	11	14	11	41
	07:00	20	21	43	30	114
	08:00	24	18	21	18	81
	09:00	14	11	17	17	59
	10:00	5	10	6	14	35
	11:00	5	8	5	11	29
	12:00	9	4	15	8	36
	13:00	8	11	12	8	39
	14:00	5	16	8	6	35
	15:00	3	3	10	2	18
	16:00	2	5	4	4	15
	17:00	6	7	3	5	21
	18:00	0	4	3	2	9
	19:00	0	1	0	1	2
	20:00	0	4	1	0	5
	21:00	2	5	1	0	8
	22:00	0	4	0	0	4
	23:00	0	0	2	0	2
Day Total :						562

AM Total :	368 (65.5%)	Peak AM Hour : 07:15 =	118 (21.0%)	Peak AM Factor : 0.686	Average Period :	5.9
PM Total :	194 (34.5%)	Peak PM Hour : 12:30 =	42 (7.5%)	Peak PM Factor : 0.656	Average Hour :	23.4

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	1	0	0	0	1
Sat	01:00	0	0	1	0	1
	02:00	0	1	1	0	2
	03:00	0	0	0	0	0
	04:00	0	0	1	3	4
	05:00	0	0	0	0	0
	06:00	1	5	10	4	20
	07:00	1	1	2	5	9
	08:00	1	3	2	2	8
	09:00	3	7	4	4	18
	10:00	3	1	1	3	8
	11:00	1	1	2	2	6
	12:00	0	2	0	3	5
	13:00	4	1	3	0	8
	14:00	7	1	5	2	15
	15:00	1	4	1	1	7
	16:00	1	2	0	1	4
	17:00	5	2	1	2	10
	18:00	4	2	0	0	6
	19:00	0	1	3	1	5
	20:00	1	1	0	0	2
	21:00	0	0	0	2	2
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						141

AM Total :	77 (54.6%)	Peak AM Hour : 06:00 =	20 (14.2%)	Peak AM Factor : 0.500	Average Period : 1.5
PM Total :	64 (45.4%)	Peak PM Hour : 14:00 =	15 (10.6%)	Peak PM Factor : 0.536	Average Hour : 5.9

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	0	0	0	2	2
Sun	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	1	1
	04:00	0	0	0	1	1
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	1	0	0	1
	08:00	0	1	1	3	5
	09:00	1	6	2	3	12
	10:00	1	2	2	3	8
	11:00	2	2	5	1	10
	12:00	0	3	4	1	8
	13:00	2	1	1	1	5
	14:00	0	3	0	1	4
	15:00	1	2	1	0	4
	16:00	2	1	3	2	8
	17:00	1	1	3	3	8
	18:00	0	1	2	1	4
	19:00	0	0	0	0	0
	20:00	0	0	0	1	1
	21:00	1	0	1	1	3
	22:00	1	1	0	0	2
	23:00	1	1	0	0	2
Day Total :						90

AM Total :	41 (45.6%)	Peak AM Hour : 08:45 =	12 (13.3%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	49 (54.4%)	Peak PM Hour : 12:15 =	10 (11.1%)	Peak PM Factor : 0.625	Average Hour :	3.8

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	2	1	0	0	3
Mon	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	1	0	2	3
	05:00	0	0	2	1	3
	06:00	1	6	13	14	34
	07:00	18	22	45	37	122
	08:00	20	19	21	21	81
	09:00	17	18	8	10	53
	10:00	4	8	8	6	26
	11:00	8	8	5	4	25
	12:00	3	3	5	6	17
	13:00	11	13	4	5	33
	14:00	11	5	7	2	25
	15:00	4	7	4	5	20
	16:00	4	5	4	5	18
	17:00	4	2	1	1	8
	18:00	1	3	2	4	10
	19:00	6	2	1	0	9
	20:00	1	2	1	0	4
	21:00	0	2	1	0	3
	22:00	0	1	1	2	4
	23:00	2	2	0	1	5
Day Total :						507

AM Total :	351 (69.2%)	Peak AM Hour : 07:15 =	124 (24.5%)	Peak AM Factor : 0.689	Average Period : 5.3
PM Total :	156 (30.8%)	Peak PM Hour : 12:30 =	35 (6.9%)	Peak PM Factor : 0.673	Average Hour : 21.1

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	0	1	1	0	2
Tue	01:00	1	0	1	0	2
	02:00	0	0	0	0	0
	03:00	0	2	0	0	2
	04:00	1	0	0	0	1
	05:00	0	1	3	2	6
	06:00	7	9	12	19	47
	07:00	18	28	37	36	119
	08:00	27	19	10	17	73
	09:00	19	20	14	9	62
	10:00	7	5	10	6	28
	11:00	6	8	7	6	27
	12:00	9	3	10	6	28
	13:00	9	5	6	9	29
	14:00	13	11	9	6	39
	15:00	8	2	8		18
Day Total :						483

AM Total :	369 (76.4%)	Peak AM Hour : 07:15 =	128 (26.5%)	Peak AM Factor : 0.865	Average Period : 7.7
PM Total :	114 (23.6%)	Peak PM Hour : 13:45 =	42 (8.7%)	Peak PM Factor : 0.808	Average Hour : 30.7

Basic Volume Summary: EBAIR RD LANE 2

Grand Total For Data From: 10:30 - 11/24/2008 To: 15:59 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	5718	(100.0%)	15.22	376	3.9	15.7	3614 (63.2%)	2104 (36.8%)
ALL	5718		15.22	376	3.9	15.7	3614 (63.2%)	2104 (36.8%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:15 =	131	12/02/2008	0.682	12:45 =	46	12/02/2008	0.821

Basic Volume Report: NBI684 RAMP

Station ID : NBI684 RAMP
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : NBI684 RAMP.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 97852

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 11:45 - 11/24/2008 To: 16:29 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	11:00				52	52
Mon	12:00	70	44	55	54	223
	13:00	57	72	86	81	296
	14:00	75	80	90	70	315
	15:00	81	75	73	89	318
	16:00	54	73	86	82	295
	17:00	87	95	95	95	372
	18:00	81	71	58	54	264
	19:00	46	37	37	27	147
	20:00	54	30	22	32	138
	21:00	28	36	14	27	105
	22:00	37	25	20	20	102
	23:00	24	17	14	14	69
Day Total :						2696

AM Total :	52 (1.9%)	Peak AM Hour : 11:00 =	52 (1.9%)	Peak AM Factor : 0.250	Average Period : 55.0
PM Total :	2644 (98.1%)	Peak PM Hour : 17:00 =	372 (13.8%)	Peak PM Factor : 0.979	Average Hour : 220.1

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	7	7	4	4	22
Tue	01:00	4	2	1	1	8
	02:00	0	3	2	0	5
	03:00	0	6	6	18	30
	04:00	8	10	34	40	92
	05:00	30	25	34	59	148
	06:00	48	63	93	101	305
	07:00	87	72	107	148	414
	08:00	108	104	122	97	431
	09:00	106	95	88	83	372
	10:00	101	71	64	73	309
	11:00	55	47	56	53	211
	12:00	75	63	71	108	317
	13:00	75	76	104	89	344
	14:00	94	81	72	86	333
	15:00	104	91	84	70	349
	16:00	80	77	78	125	360
	17:00	127	131	122	103	483
	18:00	116	124	105	98	443
	19:00	87	70	65	34	256
	20:00	44	37	30	42	153
	21:00	35	44	38	44	161
	22:00	28	30	38	44	140
	23:00	31	25	23	16	95
Day Total :						5781

AM Total :	2347 (40.6%)	Peak AM Hour : 07:45 =	482 (8.3%)	Peak AM Factor : 0.814	Average Period : 60.2
PM Total :	3434 (59.4%)	Peak PM Hour : 16:45 =	505 (8.7%)	Peak PM Factor : 0.964	Average Hour : 240.9

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	9	9	6	5	29
Wed	01:00	4	4	3	3	14
	02:00	3	1	7	7	18
	03:00	3	3	8	12	26
	04:00	12	17	30	30	89
	05:00	36	35	40	53	164
	06:00	55	61	91	97	304
	07:00	93	84	115	119	411
	08:00	100	99	117	115	431
	09:00	79	77	68	95	319
	10:00	59	64	54	68	245
	11:00	69	52	59	65	245
	12:00	71	76	82	96	325
	13:00	81	104	99	90	374
	14:00	101	138	119	105	463
	15:00	120	132	117	113	482
	16:00	106	122	118	95	441
	17:00	121	109	102	98	430
	18:00	98	49	53	49	249
	19:00	54	39	31	37	161
	20:00	22	31	27	27	107
	21:00	23	40	29	27	119
	22:00	19	26	40	33	118
	23:00	36	36	31	17	120
Day Total :						5684

AM Total :	2295 (40.4%)	Peak AM Hour : 07:45 =	435 (7.7%)	Peak AM Factor : 0.914	Average Period : 59.2
PM Total :	3389 (59.6%)	Peak PM Hour : 14:15 =	482 (8.5%)	Peak PM Factor : 0.873	Average Hour : 236.8

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	2	2	6	6	16
Thu	01:00	10	3	2	2	17
	02:00	5	3	6	3	17
	03:00	1	3	10	10	24
	04:00	9	17	26	35	87
	05:00	33	39	24	47	143
	06:00	45	39	32	34	150
	07:00	22	20	26	34	102
	08:00	23	10	12	30	75
	09:00	22	33	29	39	123
	10:00	35	33	36	41	145
	11:00	48	42	38	44	172
	12:00	46	32	51	46	175
	13:00	55	50	60	78	243
	14:00	52	72	69	60	253
	15:00	60	73	45	49	227
	16:00	52	45	26	22	145
	17:00	19	30	24	19	92
	18:00	20	22	19	23	84
	19:00	19	17	13	21	70
	20:00	26	18	33	22	99
	21:00	26	36	18	20	100
	22:00	21	22	11	20	74
	23:00	26	12	13	13	64
Day Total :						2697

AM Total :	1071 (39.7%)	Peak AM Hour :	11:00 =	172 (6.4%)	Peak AM Factor : 0.896	Average Period :	28.1
PM Total :	1626 (60.3%)	Peak PM Hour :	13:45 =	271 (10.0%)	Peak PM Factor : 0.869	Average Hour :	112.4

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	4	7	3	6	20
Fri	01:00	5	3	2	1	11
	02:00	1	4	0	5	10
	03:00	0	2	4	10	16
	04:00	9	11	16	24	60
	05:00	17	13	23	23	76
	06:00	32	34	50	42	158
	07:00	25	30	54	60	169
	08:00	43	60	50	54	207
	09:00	30	23	45	48	146
	10:00	43	52	63	38	196
	11:00	72	62	38	55	227
	12:00	49	45	39	47	180
	13:00	51	56	66	84	257
	14:00	80	55	47	50	232
	15:00	56	46	50	36	188
	16:00	57	45	40	41	183
	17:00	53	46	62	52	213
	18:00	32	38	34	28	132
	19:00	17	21	24	19	81
	20:00	11	12	18	18	59
	21:00	21	28	23	27	99
	22:00	23	26	31	25	105
	23:00	15	14	13	12	54
Day Total :						3079

AM Total :	1296 (42.1%)	Peak AM Hour : 10:30 =	235 (7.6%)	Peak AM Factor : 0.816	Average Period : 32.1
PM Total :	1783 (57.9%)	Peak PM Hour : 13:15 =	286 (9.3%)	Peak PM Factor : 0.851	Average Hour : 128.3

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	5	6	6	3	20
Sat	01:00	4	2	7	5	18
	02:00	3	5	1	4	13
	03:00	3	2	7	13	25
	04:00	6	11	19	18	54
	05:00	22	24	21	28	95
	06:00	16	45	25	45	131
	07:00	35	22	26	39	122
	08:00	30	22	16	21	89
	09:00	32	22	44	45	143
	10:00	28	36	55	64	183
	11:00	49	56	48	38	191
	12:00	44	38	47	40	169
	13:00	45	57	63	63	228
	14:00	67	65	65	69	266
	15:00	62	41	29	49	181
	16:00	31	38	40	39	148
	17:00	44	43	44	58	189
	18:00	39	28	33	31	131
	19:00	32	25	18	23	98
	20:00	11	22	26	19	78
	21:00	13	15	13	18	59
	22:00	21	25	30	31	107
	23:00	17	15	18	17	67
Day Total :						2805

AM Total :	1084 (38.6%)	Peak AM Hour :	10:30 =	224 (8.0%)	Peak AM Factor : 0.875	Average Period :	29.2
PM Total :	1721 (61.4%)	Peak PM Hour :	14:00 =	266 (9.5%)	Peak PM Factor : 0.964	Average Hour :	116.9

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	15	7	7	3	32
Sun	01:00	5	2	5	5	17
	02:00	1	3	3	3	10
	03:00	6	3	8	11	28
	04:00	5	8	16	22	51
	05:00	16	25	11	30	82
	06:00	24	32	43	32	131
	07:00	28	18	18	34	98
	08:00	26	21	18	33	98
	09:00	18	17	27	40	102
	10:00	41	53	46	56	196
	11:00	64	54	64	47	229
	12:00	48	45	70	49	212
	13:00	73	87	99	139	398
	14:00	97	159	115	121	492
	15:00	103	111	102	75	391
	16:00	82	88	76	79	325
	17:00	60	67	71	67	265
	18:00	51	56	77	66	250
	19:00	75	59	28	30	192
	20:00	30	43	31	32	136
	21:00	39	34	42	28	143
	22:00	31	27	22	43	123
	23:00	26	20	13	31	90
Day Total :						4091

AM Total :	1074 (26.3%)	Peak AM Hour : 10:45 =	238 (5.8%)	Peak AM Factor : 0.930	Average Period : 42.6
PM Total :	3017 (73.7%)	Peak PM Hour : 13:45 =	510 (12.5%)	Peak PM Factor : 0.802	Average Hour : 170.5

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	21	28	16	19	84
Mon	01:00	11	14	10	6	41
	02:00	6	0	4	3	13
	03:00	4	5	9	17	35
	04:00	5	14	19	40	78
	05:00	43	43	48	46	180
	06:00	57	72	105	123	357
	07:00	102	102	120	145	469
	08:00	139	112	124	144	519
	09:00	119	77	93	80	369
	10:00	94	71	80	87	332
	11:00	72	64	62	67	265
	12:00	71	65	54	70	260
	13:00	69	83	79	98	329
	14:00	74	88	75	89	326
	15:00	75	109	85	71	340
	16:00	82	84	81	99	346
	17:00	94	112	110	99	415
	18:00	92	102	82	57	333
	19:00	41	38	45	32	156
	20:00	36	39	22	31	128
	21:00	22	41	30	21	114
	22:00	28	25	31	42	126
	23:00	35	29	31	22	117
Day Total :						5732

AM Total :	2742 (47.8%)	Peak AM Hour : 07:45 =	520 (9.1%)	Peak AM Factor : 0.897	Average Period : 59.7
PM Total :	2990 (52.2%)	Peak PM Hour : 16:45 =	415 (7.2%)	Peak PM Factor : 0.926	Average Hour : 238.8

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	11	10	8	14	43
Tue	01:00	4	1	2	3	10
	02:00	6	1	1	5	13
	03:00	2	3	7	16	28
	04:00	8	19	27	43	97
	05:00	25	35	36	64	160
	06:00	48	74	105	118	345
	07:00	109	111	110	157	487
	08:00	147	124	113	133	517
	09:00	120	85	72	73	350
	10:00	65	69	71	68	273
	11:00	62	66	71	65	264
	12:00	57	45	69	63	234
	13:00	72	75	88	83	318
	14:00	68	115	85	83	351
	15:00	79	72	64	71	286
	16:00	81	75	84	87	327
	17:00	91	101	74	106	372
	18:00	78	69	61	52	260
	19:00	47	49	42	31	169
	20:00	29	33	39	38	139
	21:00	30	38	38	40	146
	22:00	25	23	20	24	92
	23:00	26	14	18	7	65
Day Total :						5346

AM Total :	2587 (48.4%)	Peak AM Hour : 07:45 =	541 (10.1%)	Peak AM Factor : 0.861	Average Period : 55.7
PM Total :	2759 (51.6%)	Peak PM Hour : 17:00 =	372 (7.0%)	Peak PM Factor : 0.809	Average Hour : 222.8

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	6	11	6	8	31
Wed	01:00	3	2	1	1	7
	02:00	0	0	3	7	10
	03:00	0	5	3	21	29
	04:00	7	13	21	30	71
	05:00	22	26	46	44	138
	06:00	63	73	90	98	324
	07:00	100	103	132	141	476
	08:00	133	108	120	135	496
	09:00	131	95	72	79	377
	10:00	59	68	68	54	249
	11:00	58	55	71	61	245
	12:00	58	63	76	79	276
	13:00	90	82	90	72	334
	14:00	98	86	75	77	336
	15:00	79	78	86	82	325
	16:00	72	65	71	102	310
	17:00	85	79	85	76	325
	18:00	79	80	54	47	260
	19:00	47	43	42	41	173
	20:00	32	34	27	29	122
	21:00	26	32	27	35	120
	22:00	25	25	31	30	111
	23:00	17	19	14	16	66
Day Total :						5211

AM Total :	2453 (47.1%)	Peak AM Hour : 07:30 =	514 (9.9%)	Peak AM Factor : 0.911	Average Period : 54.3
PM Total :	2758 (52.9%)	Peak PM Hour : 16:45 =	351 (6.7%)	Peak PM Factor : 0.860	Average Hour : 217.1

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	14	3	8	4	29
Thu	01:00	3	2	2	4	11
	02:00	1	1	0	1	3
	03:00	5	4	4	17	30
	04:00	4	16	23	30	73
	05:00	24	39	46	52	161
	06:00	61	64	115	113	353
	07:00	98	99	114	135	446
	08:00	130	126	125	139	520
	09:00	137	102	73	94	406
	10:00	68	62	67	61	258
	11:00	56	61	63	63	243
	12:00	67	71	64	68	270
	13:00	57	62	84	80	283
	14:00	84	105	81	75	345
	15:00	71	84	67	83	305
	16:00	79	74	90	104	347
	17:00	85	91	95	98	369
	18:00	86	62	39	41	228
	19:00	51	45	26	41	163
	20:00	34	32	30	33	129
	21:00	36	39	33	28	136
	22:00	28	22	31	31	112
	23:00	24	14	21	9	68
Day Total :						5288

AM Total :	2533 (47.9%)	Peak AM Hour : 08:15 =	527 (10.0%)	Peak AM Factor : 0.948	Average Period : 55.1
PM Total :	2755 (52.1%)	Peak PM Hour : 16:45 =	375 (7.1%)	Peak PM Factor : 0.893	Average Hour : 220.3

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	12	10	6	11	39
Fri	01:00	5	2	4	0	11
	02:00	1	1	2	2	6
	03:00	1	8	8	13	30
	04:00	5	10	27	35	77
	05:00	39	30	37	46	152
	06:00	56	66	79	107	308
	07:00	104	96	129	148	477
	08:00	150	116	123	139	528
	09:00	117	81	71	78	347
	10:00	56	76	76	75	283
	11:00	63	73	66	78	280
	12:00	71	59	71	68	269
	13:00	69	68	88	81	306
	14:00	89	104	66	78	337
	15:00	57	73	83	57	270
	16:00	74	80	91	75	320
	17:00	97	97	89	109	392
	18:00	76	51	73	50	250
	19:00	39	42	39	35	155
	20:00	25	24	28	28	105
	21:00	31	30	27	24	112
	22:00	34	38	30	39	141
	23:00	22	18	15	11	66
Day Total :						5261

AM Total :	2538 (48.2%)	Peak AM Hour : 07:30 =	543 (10.3%)	Peak AM Factor : 0.905	Average Period : 54.8
PM Total :	2723 (51.8%)	Peak PM Hour : 17:00 =	392 (7.5%)	Peak PM Factor : 0.899	Average Hour : 219.2

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	9	8	8	4	29
Sat	01:00	9	2	6	4	21
	02:00	2	5	4	0	11
	03:00	6	3	5	12	26
	04:00	8	14	20	19	61
	05:00	24	23	21	26	94
	06:00	32	37	52	50	171
	07:00	33	33	32	53	151
	08:00	45	29	39	48	161
	09:00	36	33	27	41	137
	10:00	43	46	52	59	200
	11:00	36	41	41	46	164
	12:00	52	48	50	54	204
	13:00	54	59	68	59	240
	14:00	65	55	58	51	229
	15:00	43	38	46	44	171
	16:00	44	31	45	40	160
	17:00	52	40	35	38	165
	18:00	28	37	40	33	138
	19:00	30	22	25	36	113
	20:00	13	18	18	19	68
	21:00	24	22	20	21	87
	22:00	10	17	18	18	63
	23:00	18	22	20	13	73
Day Total :						2937

AM Total :	1226 (41.7%)	Peak AM Hour :	10:00 =	200 (6.8%)	Peak AM Factor :	0.847	Average Period :	30.6
PM Total :	1711 (58.3%)	Peak PM Hour :	13:15 =	251 (8.5%)	Peak PM Factor :	0.923	Average Hour :	122.4

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	16	6	6	5	33
Sun	01:00	4	2	4	7	17
	02:00	5	5	4	2	16
	03:00	4	4	11	9	28
	04:00	8	6	10	16	40
	05:00	11	18	15	25	69
	06:00	24	23	22	18	87
	07:00	16	13	26	29	84
	08:00	22	9	24	24	79
	09:00	21	18	33	43	115
	10:00	40	37	47	30	154
	11:00	36	41	55	43	175
	12:00	39	49	60	50	198
	13:00	56	73	59	65	253
	14:00	70	65	60	58	253
	15:00	36	36	50	58	180
	16:00	65	66	62	71	264
	17:00	58	47	69	54	228
	18:00	40	51	29	29	149
	19:00	20	24	20	25	89
	20:00	24	24	19	19	86
	21:00	21	27	18	21	87
	22:00	17	19	19	20	75
	23:00	23	20	25	15	83
Day Total :						2842

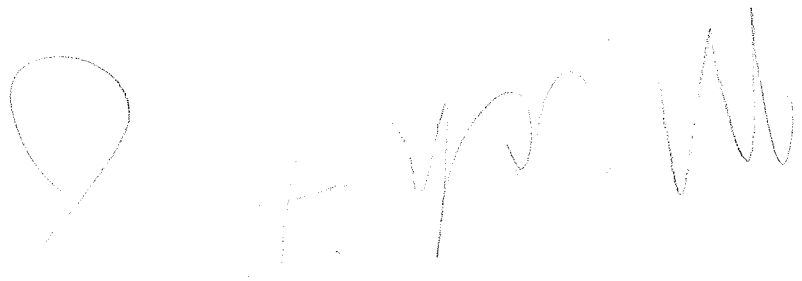
AM Total :	897 (31.6%)	Peak AM Hour : 11:00 =	175 (6.2%)	Peak AM Factor : 0.795	Average Period : 29.6
PM Total :	1945 (68.4%)	Peak PM Hour : 13:15 =	267 (9.4%)	Peak PM Factor : 0.914	Average Hour : 118.4

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	14	5	4	6	29
Mon	01:00	9	1	3	0	13
	02:00	2	0	0	6	8
	03:00	0	1	8	15	24
	04:00	11	15	17	42	85
	05:00	37	24	41	58	160
	06:00	48	79	80	94	301
	07:00	102	100	131	160	493
	08:00	109	132	96	128	465
	09:00	115	93	81	80	369
	10:00	53	41	82	72	248
	11:00	68	53	47	51	219
	12:00	52	48	55	55	210
	13:00	50	86	73	105	314
	14:00	85	72	90	57	304
	15:00	59	87	64	75	285
	16:00	80	71	73	81	305
	17:00	66	87	85	72	310
	18:00	49	62	61	55	227
	19:00	46	49	38	32	165
	20:00	36	26	26	23	111
	21:00	20	27	25	22	94
	22:00	23	27	21	32	103
	23:00	21	16	17	8	62
Day Total :						4904

AM Total :	2414 (49.2%)	Peak AM Hour : 07:30 =	532 (10.8%)	Peak AM Factor : 0.831	Average Period : 51.1
PM Total :	2490 (50.8%)	Peak PM Hour : 13:45 =	352 (7.2%)	Peak PM Factor : 0.838	Average Hour : 204.3

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	11	4	4	4	23
Tue	01:00	4	1	2	2	9
	02:00	2	1	0	2	5
	03:00	8	3	10	16	37
	04:00	4	15	18	31	68
	05:00	34	28	32	52	146
	06:00	45	73	79	112	309
	07:00	103	102	127	149	481
	08:00	113	119	142	124	498
	09:00	107	83	60	68	318
	10:00	57	46	77	50	230
	11:00	33	42	53	52	180
	12:00	41	39	54	53	187
	13:00	55	74	81	90	300
	14:00	79	89	59	60	287
	15:00	75	70	51	59	255
	16:00	44				44
Day Total :						3377

AM Total :	2304 (68.2%)	Peak AM Hour : 07:45 =	523 (15.5%)	Peak AM Factor : 0.878	Average Period : 52.0
PM Total :	1073 (31.8%)	Peak PM Hour : 13:30 =	339 (10.0%)	Peak PM Factor : 0.942	Average Hour : 207.8



Basic Volume Summary: NB1684 RAMP

Grand Total For Data From: 11:45 - 11/24/2008 To: 16:29 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	67731	(100.0%)	15.19	4460	46.5	185.8	28913 (42.7%)	38818 (57.3%)
ALL	67731		15.19	4460	46.5	185.8	28913 (42.7%)	38818 (57.3%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:30 =	543	12/05/2008	0.905	13:45 =	510	11/30/2008	0.802

Basic Volume Report: NB RTE 120

Station ID : NB RTE 120
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : NB RTE 120.DB

Last Connected Device Type : Apollo
Version Number : 1.41
Serial Number :
Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 11:15 - 11/24/2008 To: 15:59 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	11:00		37	45	66	148
Mon	12:00	41	38	63	43	185
	13:00	28	38	58	55	179
	14:00	60	61	60	69	250
	15:00	68	73	94	68	303
	16:00	95	111	91	88	385
	17:00	123	127	110	99	459
	18:00	99	105	64	65	333
	19:00	66	44	29	28	167
	20:00	45	42	27	23	137
	21:00	37	42	42	36	157
	22:00	30	17	9	8	64
	23:00	10	9	7	7	33
Day Total :						2800

AM Total :	148 (5.3%)	Peak AM Hour :	11:00 =	148 (5.3%)	Peak AM Factor : 0.561	Average Period :	54.9
PM Total :	2652 (94.7%)	Peak PM Hour :	17:00 =	459 (16.4%)	Peak PM Factor : 0.904	Average Hour :	219.6

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	6	3	2	2	13
Tue	01:00	2	0	1	4	7
	02:00	1	2	1	2	6
	03:00	2	2	2	2	8
	04:00	3	3	1	11	18
	05:00	7	9	8	13	37
	06:00	11	13	30	31	85
	07:00	26	38	45	67	176
	08:00	77	85	71	70	303
	09:00	58	38	29	44	169
	10:00	40	30	45	43	158
	11:00	34	33	38	39	144
	12:00	45	69	48	48	210
	13:00	58	62	62	62	244
	14:00	57	61	64	49	231
	15:00	68	84	92	73	317
	16:00	92	95	100	108	395
	17:00	154	168	143	164	629
	18:00	160	149	122	97	528
	19:00	102	34	26	15	177
	20:00	23	28	20	10	81
	21:00	15	14	15	20	64
	22:00	12	4	6	0	22
	23:00	3	0	0	0	3
Day Total :						4025

AM Total :	1124 (27.9%)	Peak AM Hour : 08:00 =	303 (7.5%)	Peak AM Factor : 0.891	Average Period : 41.9
PM Total :	2901 (72.1%)	Peak PM Hour : 17:15 =	635 (15.8%)	Peak PM Factor : 0.945	Average Hour : 167.7

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	0	0	0	0	0
Wed	01:00	0	4	0	0	4
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	4	3	0	2	9
	06:00	0	0	1	0	1
	07:00	0	0	1	0	1
	08:00	37	71	90	71	269
	09:00	55	45	49	42	191
	10:00	30	42	30	43	145
	11:00	46	30	43	54	173
	12:00	54	53	63	71	241
	13:00	68	65	84	90	307
	14:00	80	100	73	84	337
	15:00	107	135	172	156	570
	16:00	148	146	140	100	534
	17:00	112	111	103	90	416
	18:00	59	49	46	32	186
	19:00	41	30	34	17	122
	20:00	28	16	8	12	64
	21:00	19	13	13	14	59
	22:00	13	9	16	10	48
	23:00	12	11	3	6	32
Day Total :						3709

AM Total :	793 (21.4%)	Peak AM Hour : 08:15 =	287 (7.7%)	Peak AM Factor : 0.797	Average Period : 38.6
PM Total :	2916 (78.6%)	Peak PM Hour : 15:30 =	622 (16.8%)	Peak PM Factor : 0.904	Average Hour : 154.5

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	8	11	7	8	34
Thu	01:00	4	2	10	6	22
	02:00	3	4	1	5	13
	03:00	1	1	1	5	8
	04:00	2	3	8	13	26
	05:00	11	13	3	13	40
	06:00	6	4	12	10	32
	07:00	15	3	8	19	45
	08:00	22	7	20	8	57
	09:00	10	24	14	12	60
	10:00	12	26	14	21	73
	11:00	13	38	34	27	112
	12:00	29	24	40	38	131
	13:00	51	40	50	42	183
	14:00	35	42	27	32	136
	15:00	27	21	22	31	101
	16:00	19	16	19	12	66
	17:00	11	13	15	9	48
	18:00	16	20	9	17	62
	19:00	18	22	28	23	91
	20:00	29	32	26	29	116
	21:00	33	25	22	16	96
	22:00	19	14	14	10	57
	23:00	16	7	1	3	27
Day Total :						1636

AM Total :	522 (31.9%)	Peak AM Hour : 11:00 =	112 (6.8%)	Peak AM Factor : 0.737	Average Period : 17.0
PM Total :	1114 (68.1%)	Peak PM Hour : 13:00 =	183 (11.2%)	Peak PM Factor : 0.897	Average Hour : 68.2

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	6	2	5	3	16
Fri	01:00	2	2	1	1	6
	02:00	1	2	2	0	5
	03:00	2	1	0	1	4
	04:00	6	1	5	6	18
	05:00	8	5	5	7	25
	06:00	6	5	13	8	32
	07:00	11	20	24	23	78
	08:00	44	34	26	27	131
	09:00	34	33	23	49	139
	10:00	30	37	23	31	121
	11:00	53	33	35	40	161
	12:00	37	28	35	35	135
	13:00	46	48	49	50	193
	14:00	41	49	28	36	154
	15:00	34	42	51	54	181
	16:00	54	40	40	27	161
	17:00	38	47	35	34	154
	18:00	20	34	21	15	90
	19:00	17	11	12	17	57
	20:00	21	12	13	9	55
	21:00	19	19	10	15	63
	22:00	13	17	10	19	59
	23:00	13	7	8	9	37
Day Total :						2075

AM Total :	736 (35.5%)	Peak AM Hour : 11:00 =	161 (7.8%)	Peak AM Factor : 0.759	Average Period :	21.6
PM Total :	1339 (64.5%)	Peak PM Hour : 15:15 =	201 (9.7%)	Peak PM Factor : 0.931	Average Hour :	86.5

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	6	6	4	3	19
Sat	01:00	5	2	1	2	10
	02:00	4	15	1	1	21
	03:00	1	1	1	3	6
	04:00	1	2	7	6	16
	05:00	2	5	4	5	16
	06:00	5	5	16	12	38
	07:00	8	15	15	20	58
	08:00	32	23	25	25	105
	09:00	24	20	22	27	93
	10:00	26	35	27	37	125
	11:00	37	37	36	30	140
	12:00	28	21	22	37	108
	13:00	29	48	32	43	152
	14:00	36	27	32	33	128
	15:00	30	29	33	27	119
	16:00	36	40	34	36	146
	17:00	28	35	23	37	123
	18:00	29	14	22	19	84
	19:00	22	15	13	17	67
	20:00	9	14	18	9	50
	21:00	17	11	30	24	82
	22:00	15	10	12	22	59
	23:00	18	12	11	12	53
Day Total :						1818

AM Total :	647 (35.6%)	Peak AM Hour : 10:45 =	147 (8.1%)	Peak AM Factor : 0.993	Average Period : 18.9
PM Total :	1171 (64.4%)	Peak PM Hour : 13:15 =	159 (8.7%)	Peak PM Factor : 0.828	Average Hour : 75.8

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	10	7	3	7	27
Sun	01:00	5	1	3	13	22
	02:00	7	2	3	0	12
	03:00	1	4	3	5	13
	04:00	0	1	4	3	8
	05:00	3	6	3	5	17
	06:00	5	10	6	6	27
	07:00	10	4	11	7	32
	08:00	17	17	14	16	64
	09:00	17	15	16	19	67
	10:00	26	19	27	26	98
	11:00	28	36	41	42	147
	12:00	24	31	35	43	133
	13:00	48	32	38	47	165
	14:00	52	53	39	55	199
	15:00	42	42	58	53	195
	16:00	54	53	65	65	237
	17:00	47	50	45	51	193
	18:00	40	36	30	31	137
	19:00	22	36	27	19	104
	20:00	17	19	16	16	68
	21:00	23	23	11	16	73
	22:00	17	18	18	8	61
	23:00	13	12	5	7	37
Day Total :						2136

AM Total :	534 (25.0%)	Peak AM Hour : 11:00 =	147 (6.9%)	Peak AM Factor : 0.875	Average Period :	22.3
PM Total :	1602 (75.0%)	Peak PM Hour : 16:00 =	237 (11.1%)	Peak PM Factor : 0.912	Average Hour :	89.0

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	9	5	7	4	25
Mon	01:00	5	4	4	0	13
	02:00	3	3	3	6	15
	03:00	6	5	1	2	14
	04:00	3	4	2	6	15
	05:00	9	7	9	11	36
	06:00	16	20	29	35	100
	07:00	34	38	53	67	192
	08:00	88	62	78	65	293
	09:00	74	45	33	40	192
	10:00	35	48	32	41	156
	11:00	45	38	40	47	170
	12:00	45	47	46	53	191
	13:00	33	52	56	46	187
	14:00	56	87	69	55	267
	15:00	65	73	95	102	335
	16:00	78	92	93	77	340
	17:00	124	136	123	103	486
	18:00	96	106	68	94	364
	19:00	58	55	42	60	215
	20:00	37	41	44	35	157
	21:00	29	47	38	34	148
	22:00	22	11	14	12	59
	23:00	13	9	18	7	47
Day Total :						4017

AM Total :	1221 (30.4%)	Peak AM Hour : 07:45 =	295 (7.3%)	Peak AM Factor : 0.838	Average Period : 41.8
PM Total :	2796 (69.6%)	Peak PM Hour : 17:00 =	486 (12.1%)	Peak PM Factor : 0.893	Average Hour : 167.4

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	11	10	5	5	31
Tue	01:00	5	1	4	1	11
	02:00	1	3	2	3	9
	03:00	1	2	1	5	9
	04:00	0	0	8	6	14
	05:00	6	10	7	15	38
	06:00	17	29	29	32	107
	07:00	33	41	57	55	186
	08:00	76	86	83	66	311
	09:00	51	56	28	45	180
	10:00	44	44	40	44	172
	11:00	43	36	34	47	160
	12:00	41	30	41	62	174
	13:00	41	66	55	61	223
	14:00	78	66	52	56	252
	15:00	55	60	90	60	265
	16:00	110	102	83	100	395
	17:00	100	159	126	126	511
	18:00	102	88	64	56	310
	19:00	69	43	41	47	200
	20:00	41	47	34	25	147
	21:00	48	44	40	28	160
	22:00	34	27	10	4	75
	23:00	13	17	9	5	44
Day Total :						3984

AM Total :	1228 (30.8%)	Peak AM Hour : 08:00 =	311 (7.8%)	Peak AM Factor : 0.904	Average Period : 41.5
PM Total :	2756 (69.2%)	Peak PM Hour : 17:15 =	513 (12.9%)	Peak PM Factor : 0.807	Average Hour : 166.0

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	6	6	8	7	27
Wed	01:00	3	3	0	3	9
	02:00	3	1	1	5	10
	03:00	2	4	1	3	10
	04:00	6	2	1	6	15
	05:00	7	8	7	9	31
	06:00	14	18	26	38	96
	07:00	28	49	55	70	202
	08:00	86	80	74	87	327
	09:00	45	53	36	34	168
	10:00	33	46	47	33	159
	11:00	39	40	38	42	159
	12:00	54	54	43	38	189
	13:00	43	50	42	46	181
	14:00	47	49	54	61	211
	15:00	65	76	93	84	318
	16:00	100	112	91	83	386
	17:00	123	150	108	102	483
	18:00	92	86	76	75	329
	19:00	57	41	45	45	188
	20:00	41	50	32	47	170
	21:00	45	36	34	20	135
	22:00	35	16	18	13	82
	23:00	14	30	6	4	54
Day Total :						3939

AM Total :	1213 (30.8%)	Peak AM Hour : 08:00 =	327 (8.3%)	Peak AM Factor : 0.940	Average Period : 41.0
PM Total :	2726 (69.2%)	Peak PM Hour : 17:00 =	483 (12.3%)	Peak PM Factor : 0.805	Average Hour : 164.1

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	7	11	7	5	30
Thu	01:00	1	5	3	3	12
	02:00	2	3	1	4	10
	03:00	2	0	3	5	10
	04:00	1	3	2	7	13
	05:00	13	7	15	15	50
	06:00	11	22	27	43	103
	07:00	27	40	56	79	202
	08:00	70	75	99	69	313
	09:00	59	49	32	31	171
	10:00	38	41	41	35	155
	11:00	35	63	56	46	200
	12:00	51	53	47	57	208
	13:00	67	48	50	72	237
	14:00	70	57	76	57	260
	15:00	65	80	86	70	301
	16:00	101	96	91	91	379
	17:00	129	139	124	98	490
	18:00	122	99	92	80	393
	19:00	60	57	55	48	220
	20:00	46	40	45	26	157
	21:00	32	29	41	29	131
	22:00	24	13	21	24	82
	23:00	18	15	7	15	55
Day Total :						4182

AM Total :	1269 (30.3%)	Peak AM Hour : 07:45 =	323 (7.7%)	Peak AM Factor : 0.816	Average Period : 43.6
PM Total :	2913 (69.7%)	Peak PM Hour : 17:00 =	490 (11.7%)	Peak PM Factor : 0.881	Average Hour : 174.3

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	13	9	7	6	35
Fri	01:00	1	3	3	4	11
	02:00	14	2	2	1	19
	03:00	1	4	2	5	12
	04:00	3	3	1	9	16
	05:00	4	4	12	13	33
	06:00	14	17	22	41	94
	07:00	27	34	52	64	177
	08:00	75	70	96	76	317
	09:00	64	25	45	46	180
	10:00	43	42	43	46	174
	11:00	48	41	50	59	198
	12:00	72	85	90	53	300
	13:00	63	68	61	71	263
	14:00	72	77	88	64	301
	15:00	71	80	93	87	331
	16:00	92	113	95	106	406
	17:00	117	133	103	89	442
	18:00	85	61	58	54	258
	19:00	37	43	29	21	130
	20:00	20	24	13	21	78
	21:00	18	30	29	38	115
	22:00	22	20	28	20	90
	23:00	23	17	10	8	58
Day Total :						4038

AM Total :	1266 (31.4%)	Peak AM Hour : 08:00 =	317 (7.9%)	Peak AM Factor : 0.826	Average Period : 42.1
PM Total :	2772 (68.6%)	Peak PM Hour : 16:45 =	459 (11.4%)	Peak PM Factor : 0.863	Average Hour : 168.3

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	15	7	7	6	35
Sat	01:00	4	7	5	7	23
	02:00	1	5	1	3	10
	03:00	1	3	1	2	7
	04:00	0	5	10	7	22
	05:00	4	6	5	6	21
	06:00	9	8	9	12	38
	07:00	5	12	18	17	52
	08:00	31	23	39	22	115
	09:00	28	30	35	43	136
	10:00	19	34	32	33	118
	11:00	35	29	32	39	135
	12:00	37	45	40	46	168
	13:00	39	46	37	35	157
	14:00	36	53	39	45	173
	15:00	59	30	58	62	209
	16:00	41	54	68	48	211
	17:00	29	30	31	29	119
	18:00	40	18	26	21	105
	19:00	14	23	24	13	74
	20:00	15	14	18	17	64
	21:00	21	22	24	24	91
	22:00	29	21	16	15	81
	23:00	18	17	14	12	61
Day Total :						2225

AM Total :	712 (32.0%)	Peak AM Hour : 09:00 =	136 (6.1%)	Peak AM Factor : 0.791	Average Period : 23.2
PM Total :	1513 (68.0%)	Peak PM Hour : 15:45 =	225 (10.1%)	Peak PM Factor : 0.827	Average Hour : 92.7

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	13	10	8	6	37
Sun	01:00	4	2	3	5	14
	02:00	4	4	3	3	14
	03:00	1	3	1	1	6
	04:00	3	0	7	3	13
	05:00	3	3	1	2	9
	06:00	7	6	9	7	29
	07:00	3	11	9	13	36
	08:00	11	12	17	19	59
	09:00	9	18	13	23	63
	10:00	34	28	28	19	109
	11:00	30	25	33	38	126
	12:00	31	26	34	36	127
	13:00	30	40	32	62	164
	14:00	32	36	31	38	137
	15:00	39	52	45	34	170
	16:00	33	38	43	29	143
	17:00	33	25	28	28	114
	18:00	30	25	28	24	107
	19:00	22	44	18	20	104
	20:00	27	19	21	10	77
	21:00	11	16	13	15	55
	22:00	13	10	10	9	42
	23:00	13	9	3	5	30
Day Total :						1785

AM Total :	515 (28.9%)	Peak AM Hour : 11:00 =	126 (7.1%)	Peak AM Factor : 0.829	Average Period : 18.6
PM Total :	1270 (71.1%)	Peak PM Hour : 14:45 =	174 (9.7%)	Peak PM Factor : 0.702	Average Hour : 74.4

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	4	4	1	6	15
Mon	01:00	5	4	6	1	16
	02:00	0	0	0	1	1
	03:00	2	2	2	0	6
	04:00	3	1	5	7	16
	05:00	10	12	5	21	48
	06:00	10	24	22	33	89
	07:00	27	37	54	59	177
	08:00	64	78	65	69	276
	09:00	44	66	52	43	205
	10:00	33	41	50	26	150
	11:00	31	36	42	38	147
	12:00	28	45	44	48	165
	13:00	43	32	50	53	178
	14:00	47	72	60	60	239
	15:00	61	76	80	82	299
	16:00	83	105	91	71	350
	17:00	91	155	99	101	446
	18:00	102	93	70	74	339
	19:00	52	53	43	42	190
	20:00	42	40	40	34	156
	21:00	27	39	39	25	130
	22:00	27	14	7	10	58
	23:00	7	9	8	4	28
Day Total :						3724

AM Total :	1146 (30.8%)	Peak AM Hour : 08:00 =	276 (7.4%)	Peak AM Factor : 0.885	Average Period : 38.8
PM Total :	2578 (69.2%)	Peak PM Hour : 17:15 =	457 (12.3%)	Peak PM Factor : 0.737	Average Hour : 155.2

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	5	5	5	3	18
Tue	01:00	3	3	2	2	10
	02:00	1	3	1	1	6
	03:00	6	7	0	1	14
	04:00	2	0	4	6	12
	05:00	12	6	6	16	40
	06:00	8	19	21	27	75
	07:00	33	39	46	61	179
	08:00	82	79	84	61	306
	09:00	60	44	38	40	182
	10:00	29	38	42	35	144
	11:00	27	36	39	36	138
	12:00	48	45	50	42	185
	13:00	37	51	49	43	180
	14:00	60	59	68	54	241
	15:00	57	70	94		221
Day Total :						1951

AM Total :	1124 (57.6%)	Peak AM Hour : 07:45 =	306 (15.7%)	Peak AM Factor : 0.911	Average Period : 31.0
PM Total :	827 (42.4%)	Peak PM Hour : 14:45 =	275 (14.1%)	Peak PM Factor : 0.731	Average Hour : 123.9

Basic Volume Summary: NB RTE 120

Grand Total For Data From: 11:15 - 11/24/2008 To: 15:59 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	48044	(100.0%)	15.19	3163	33.0	131.8	14198 (29.6%)	33846 (70.4%)
ALL	48044		15.19	3163	33.0	131.8	14198 (29.6%)	33846 (70.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:00 =	327	12/03/2008	0.940	17:15 =	635	11/25/2008	0.945

Basic Volume Report: RYE LAKE RD

Station ID : RYE LAKE RD
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : RYE LAKE RD.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 89583

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 12:00 - 11/24/2008 To: 14:59 - 12/13/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	12:00	32	35	30	40	137
Mon	13:00	31	35	61	62	189
	14:00	45	62	60	58	225
	15:00	61	60	54	74	249
	16:00	62	87	72	85	306
	17:00	87	88	81	79	335
	18:00	61	72	59	40	232
	19:00	24	16	18	11	69
	20:00	18	19	14	9	60
	21:00	25	21	24	21	91
	22:00	9	17	18	15	59
	23:00	21	14	17	9	61
Day Total :						2013

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 41.9
PM Total :	2013 (100.0%)	Peak PM Hour : 16:45 =	341 (16.9%)	Peak PM Factor : 0.969	Average Hour : 167.8

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	3	2	1	1	7
Tue	01:00	1	1	2	1	5
	02:00	0	0	1	0	1
	03:00	0	0	0	2	2
	04:00	3	1	10	12	26
	05:00	15	10	14	26	65
	06:00	19	26	27	32	104
	07:00	33	29	31	43	136
	08:00	34	52	25	42	153
	09:00	26	34	34	26	120
	10:00	25	44	26	56	151
	11:00	53	38	38	39	168
	12:00	33	32	34	32	131
	13:00	50	44	78	49	221
	14:00	60	47	69	56	232
	15:00	63	57	58	98	276
	16:00	77	77	66	88	308
	17:00	92	72	97	94	355
	18:00	101	81	63	51	296
	19:00	41	34	20	21	116
	20:00	27	20	23	26	96
	21:00	21	24	35	23	103
	22:00	19	23	30	32	104
	23:00	20	16	17	9	62
Day Total :						3238

AM Total :	938 (29.0%)	Peak AM Hour : 10:45 =	185 (5.7%)	Peak AM Factor : 0.826	Average Period : 33.7
PM Total :	2300 (71.0%)	Peak PM Hour : 17:30 =	373 (11.5%)	Peak PM Factor : 0.923	Average Hour : 134.9

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	8	2	4	0	14
Wed	01:00	0	0	2	0	2
	02:00	2	0	0	2	4
	03:00	0	0	1	2	3
	04:00	4	7	7	14	32
	05:00	13	9	9	19	50
	06:00	17	30	29	29	105
	07:00	15	26	32	39	112
	08:00	28	24	50	28	130
	09:00	31	39	31	39	140
	10:00	49	42	34	43	168
	11:00	40	30	40	49	159
	12:00	30	59	46	63	198
	13:00	76	67	112	91	346
	14:00	121	136	109	81	447
	15:00	88	110	92	84	374
	16:00	110	109	106	80	405
	17:00	103	104	73	76	356
	18:00	67	61	44	41	213
	19:00	21	29	24	25	99
	20:00	30	22	25	15	92
	21:00	21	34	30	19	104
	22:00	22	22	20	22	86
	23:00	22	31	19	15	87
Day Total :						3726

AM Total :	919 (24.7%)	Peak AM Hour :	10:00 =	168 (4.5%)	Peak AM Factor :	0.840	Average Period : 38.8
PM Total :	2807 (75.3%)	Peak PM Hour :	13:30 =	460 (12.3%)	Peak PM Factor :	0.846	Average Hour : 155.3

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	2	4	10	1	17
Thu	01:00	2	3	0	1	6
	02:00	0	3	0	0	3
	03:00	0	0	2	4	6
	04:00	5	6	4	19	34
	05:00	23	4	17	19	63
	06:00	28	25	23	21	97
	07:00	18	14	11	20	63
	08:00	18	13	11	12	54
	09:00	16	20	22	29	87
	10:00	27	27	26	21	101
	11:00	46	46	45	32	169
	12:00	50	42	30	42	164
	13:00	48	44	48	61	201
	14:00	63	54	45	48	210
	15:00	32	24	27	24	107
	16:00	24	21	23	13	81
	17:00	26	23	33	33	115
	18:00	29	31	26	22	108
	19:00	17	34	45	41	137
	20:00	20	27	26	27	100
	21:00	24	23	24	12	83
	22:00	8	14	9	6	37
	23:00	6	3	3	13	25
Day Total :						2068

AM Total :	700 (33.8%)	Peak AM Hour : 11:00 =	169 (8.2%)	Peak AM Factor : 0.918	Average Period : 21.5
PM Total :	1368 (66.2%)	Peak PM Hour : 13:30 =	226 (10.9%)	Peak PM Factor : 0.897	Average Hour : 86.2

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	8	1	1	2	12
Fri	01:00	0	2	1	0	3
	02:00	1	0	0	0	1
	03:00	1	0	0	1	2
	04:00	8	2	2	7	19
	05:00	5	5	12	17	39
	06:00	13	28	30	24	95
	07:00	18	17	33	23	91
	08:00	32	34	28	32	126
	09:00	25	29	17	32	103
	10:00	26	43	53	51	173
	11:00	53	44	27	38	162
	12:00	53	44	27	52	176
	13:00	62	72	61	65	260
	14:00	55	54	54	56	219
	15:00	48	44	44	50	186
	16:00	51	47	64	63	225
	17:00	48	43	40	49	180
	18:00	26	30	24	31	111
	19:00	23	7	14	12	56
	20:00	11	13	9	12	45
	21:00	18	16	21	7	62
	22:00	15	19	14	17	65
	23:00	12	24	11	3	50
Day Total :						2461

AM Total :	826 (33.6%)	Peak AM Hour : 10:30 =	201 (8.2%)	Peak AM Factor : 0.948	Average Period : 25.6
PM Total :	1635 (66.4%)	Peak PM Hour : 13:00 =	260 (10.6%)	Peak PM Factor : 0.903	Average Hour : 102.5

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	2	10	0	4	16
Sat	01:00	2	6	0	0	8
	02:00	0	1	2	3	6
	03:00	0	0	0	0	0
	04:00	5	2	4	10	21
	05:00	24	12	11	17	64
	06:00	33	33	47	29	142
	07:00	35	17	26	33	111
	08:00	29	13	18	27	87
	09:00	20	21	30	28	99
	10:00	41	39	39	46	165
	11:00	50	43	40	36	169
	12:00	37	26	32	36	131
	13:00	50	35	65	76	226
	14:00	57	43	58	47	205
	15:00	44	31	23	51	149
	16:00	31	48	42	39	160
	17:00	48	44	41	46	179
	18:00	35	30	24	30	119
	19:00	18	15	18	4	55
	20:00	8	18	9	11	46
	21:00	11	8	17	18	54
	22:00	21	20	20	13	74
	23:00	18	13	10	13	54
Day Total :						2340

AM Total :	888 (37.9%)	Peak AM Hour : 10:45 =	179 (7.6%)	Peak AM Factor : 0.895	Average Period : 24.4
PM Total :	1452 (62.1%)	Peak PM Hour : 13:30 =	241 (10.3%)	Peak PM Factor : 0.793	Average Hour : 97.5

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	8	1	2	5	16
Sun	01:00	7	1	3	4	15
	02:00	1	0	0	0	1
	03:00	1	3	0	0	4
	04:00	1	1	5	7	14
	05:00	5	4	6	25	40
	06:00	25	27	41	39	132
	07:00	38	18	24	29	109
	08:00	16	10	6	14	46
	09:00	10	8	33	15	66
	10:00	22	26	38	43	129
	11:00	40	22	35	17	114
	12:00	43	28	32	38	141
	13:00	37	49	33	54	173
	14:00	54	67	54	52	227
	15:00	38	38	48	37	161
	16:00	50	61	66	64	241
	17:00	57	49	74	40	220
	18:00	35	22	22	25	104
	19:00	22	15	7	20	64
	20:00	15	17	14	19	65
	21:00	22	28	19	16	85
	22:00	10	21	19	22	72
	23:00	9	6	11	8	34
Day Total :						2273

AM Total :	686 (30.2%)	Peak AM Hour : 10:15 =	147 (6.5%)	Peak AM Factor : 0.855	Average Period : 23.7
PM Total :	1587 (69.8%)	Peak PM Hour : 16:15 =	248 (10.9%)	Peak PM Factor : 0.838	Average Hour : 94.7

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	12	7	9	9	37
Mon	01:00	8	4	3	3	18
	02:00	2	2	2	2	8
	03:00	0	0	0	1	1
	04:00	4	2	8	25	39
	05:00	48	37	24	39	148
	06:00	56	55	89	98	298
	07:00	52	45	64	65	226
	08:00	67	77	58	41	243
	09:00	38	43	47	34	162
	10:00	45	51	54	50	200
	11:00	49	42	41	46	178
	12:00	43	53	48	56	200
	13:00	59	72	62	60	253
	14:00	64	49	84	93	290
	15:00	52	81	103	150	386
	16:00	83	116	96	114	409
	17:00	124	124	104	132	484
	18:00	84	81	96	48	309
	19:00	36	44	38	31	149
	20:00	18	22	19	23	82
	21:00	30	25	33	29	117
	22:00	16	15	20	30	81
	23:00	27	22	20	14	83
Day Total :						4401

AM Total :	1558 (35.4%)	Peak AM Hour : 06:00 =	298 (6.8%)	Peak AM Factor : 0.760	Average Period : 45.8
PM Total :	2843 (64.6%)	Peak PM Hour : 17:00 =	484 (11.0%)	Peak PM Factor : 0.807	Average Hour : 183.4

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	12	11	5	5	33
Tue	01:00	4	2	2	1	9
	02:00	0	2	0	1	3
	03:00	0	0	0	0	0
	04:00	3	0	10	16	29
	05:00	30	17	15	23	85
	06:00	41	64	43	64	212
	07:00	45	55	61	70	231
	08:00	73	43	42	43	201
	09:00	39	43	55	32	169
	10:00	62	60	49	54	225
	11:00	57	58	39	32	186
	12:00	39	69	51	43	202
	13:00	68	67	66	106	307
	14:00	83	62	79	54	278
	15:00	92	70	93	110	365
	16:00	99	82	85	96	362
	17:00	111	117	108	99	435
	18:00	73	63	76	51	263
	19:00	44	28	33	20	125
	20:00	22	9	23	18	72
	21:00	10	15	24	19	68
	22:00	19	14	13	17	63
	23:00	8	21	9	5	43
Day Total :						3966

AM Total :	1383 (34.9%)	Peak AM Hour : 07:15 =	259 (6.5%)	Peak AM Factor : 0.887	Average Period : 41.3
PM Total :	2583 (65.1%)	Peak PM Hour : 17:00 =	435 (11.0%)	Peak PM Factor : 0.929	Average Hour : 165.3

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	2	3	3	2	10
Wed	01:00	1	3	2	3	9
	02:00	0	0	0	0	0
	03:00	1	0	0	1	2
	04:00	2	1	13	13	29
	05:00	26	26	13	31	96
	06:00	28	51	37	39	155
	07:00	47	36	63	61	207
	08:00	55	50	38	35	178
	09:00	36	32	35	28	131
	10:00	48	36	45	42	171
	11:00	37	32	56	29	154
	12:00	47	33	45	34	159
	13:00	47	49	63	62	221
	14:00	76	58	61	57	252
	15:00	74	39	73	93	279
	16:00	66	73	70	80	289
	17:00	92	95	81	64	332
	18:00	56	45	59	41	201
	19:00	50	26	31	14	121
	20:00	24	18	20	12	74
	21:00	16	19	13	16	64
	22:00	12	26	11	14	63
	23:00	23	14	9	11	57
Day Total :						3254

AM Total :	1142 (35.1%)	Peak AM Hour : 07:30 =	229 (7.0%)	Peak AM Factor : 0.909	Average Period : 33.9
PM Total :	2112 (64.9%)	Peak PM Hour : 16:45 =	348 (10.7%)	Peak PM Factor : 0.916	Average Hour : 135.6

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	5	0	1	1	7
Thu	01:00	1	1	0	1	3
	02:00	0	2	0	1	3
	03:00	1	1	0	1	3
	04:00	4	2	4	17	27
	05:00	17	14	6	21	58
	06:00	35	30	29	26	120
	07:00	33	36	41	57	167
	08:00	37	42	29	35	143
	09:00	50	32	40	32	154
	10:00	32	32	28	42	134
	11:00	31	40	44	37	152
	12:00	40	39	45	36	160
	13:00	47	54	49	54	204
	14:00	55	58	43	70	226
	15:00	39	54	61	108	262
	16:00	72	58	116	86	332
	17:00	100	117	109	86	412
	18:00	61	80	74	37	252
	19:00	53	31	22	18	124
	20:00	24	23	21	19	87
	21:00	23	26	22	10	81
	22:00	11	9	19	25	64
	23:00	15	10	9	6	40
Day Total :						3215

AM Total :	971 (30.2%)	Peak AM Hour : 07:30 =	177 (5.5%)	Peak AM Factor : 0.776	Average Period : 33.5
PM Total :	2244 (69.8%)	Peak PM Hour : 16:30 =	419 (13.0%)	Peak PM Factor : 0.895	Average Hour : 134.0

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	5	7	4	6	22
Fri	01:00	3	0	3	3	9
	02:00	0	2	1	1	4
	03:00	3	0	0	1	4
	04:00	3	10	2	14	29
	05:00	17	14	9	20	60
	06:00	13	25	35	42	115
	07:00	41	38	34	54	167
	08:00	55	55	33	54	197
	09:00	48	27	27	26	128
	10:00	35	36	40	48	159
	11:00	51	33	34	58	176
	12:00	35	56	50	59	200
	13:00	79	61	82	63	285
	14:00	54	63	45	78	240
	15:00	75	63	76	65	279
	16:00	88	96	106	93	383
	17:00	104	113	101	109	427
	18:00	72	72	77	38	259
	19:00	52	34	26	29	141
	20:00	13	19	21	10	63
	21:00	18	27	20	14	79
	22:00	26	11	15	19	71
	23:00	23	18	11	8	60
Day Total :						3557

AM Total :	1070 (30.1%)	Peak AM Hour : 07:30 =	198 (5.6%)	Peak AM Factor : 0.853	Average Period : 37.1
PM Total :	2487 (69.9%)	Peak PM Hour : 17:00 =	427 (12.0%)	Peak PM Factor : 0.945	Average Hour : 148.2

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	5	8	1	3	17
Sat	01:00	3	1	6	0	10
	02:00	0	1	1	0	2
	03:00	2	2	1	1	6
	04:00	2	3	5	6	16
	05:00	18	11	3	15	47
	06:00	19	31	31	23	104
	07:00	28	27	28	40	123
	08:00	32	32	12	31	107
	09:00	36	13	19	42	110
	10:00	57	56	30	38	181
	11:00	48	51	27	40	166
	12:00	48	63	53	39	203
	13:00	43	52	50	68	213
	14:00	56	42	50	29	177
	15:00	39	40	35	53	167
	16:00	30	45	28	37	140
	17:00	41	25	30	32	128
	18:00	29	31	38	30	128
	19:00	24	26	33	33	116
	20:00	31	12	20	11	74
	21:00	15	18	23	13	69
	22:00	14	13	15	14	56
	23:00	8	15	16	10	49
Day Total :						2409

AM Total :	889 (36.9%)	Peak AM Hour : 09:45 =	185 (7.7%)	Peak AM Factor : 0.811	Average Period : 25.1
PM Total :	1520 (63.1%)	Peak PM Hour : 13:15 =	226 (9.4%)	Peak PM Factor : 0.831	Average Hour : 100.4

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	4	2	3	0	9
Sun	01:00	0	2	4	3	9
	02:00	0	0	0	2	2
	03:00	0	2	2	0	4
	04:00	1	1	2	3	7
	05:00	2	4	6	10	22
	06:00	15	11	12	16	54
	07:00	21	13	17	19	70
	08:00	20	13	13	3	49
	09:00	21	32	17	27	97
	10:00	37	40	50	41	168
	11:00	33	36	34	35	138
	12:00	47	22	40	29	138
	13:00	75	85	69	53	282
	14:00	84	47	57	45	233
	15:00	49	37	37	38	161
	16:00	44	48	44	40	176
	17:00	29	43	29	38	139
	18:00	36	14	20	20	90
	19:00	19	11	18	18	66
	20:00	16	13	15	13	57
	21:00	13	23	7	16	59
	22:00	8	15	29	15	67
	23:00	17	13	24	7	61
Day Total :						2158

AM Total :	629 (29.1%)	Peak AM Hour : 10:00 =	168 (7.8%)	Peak AM Factor : 0.840	Average Period : 22.5
PM Total :	1529 (70.9%)	Peak PM Hour : 13:15 =	291 (13.5%)	Peak PM Factor : 0.856	Average Hour : 89.9

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	5	3	2	1	11
Mon	01:00	7	6	0	2	15
	02:00	1	1	0	1	3
	03:00	0	1	0	2	3
	04:00	2	6	12	13	33
	05:00	28	25	13	34	100
	06:00	35	31	54	55	175
	07:00	54	50	43	64	211
	08:00	48	62	44	41	195
	09:00	51	47	41	50	189
	10:00	41	30	46	51	168
	11:00	60	43	34	48	185
	12:00	21	58	38	43	160
	13:00	44	96	58	76	274
	14:00	49	41	57	56	203
	15:00	76	94	96	116	382
	16:00	83	119	94	122	418
	17:00	110	119	99	122	450
	18:00	83	97	107	64	351
	19:00	30	39	29	15	113
	20:00	41	36	17	20	114
	21:00	12	33	23	14	82
	22:00	9	20	17	29	75
	23:00	13	17	13	4	47
Day Total :						3957

AM Total :	1288 (32.5%)	Peak AM Hour : 07:45 =	218 (5.5%)	Peak AM Factor : 0.852	Average Period : 41.2
PM Total :	2669 (67.5%)	Peak PM Hour : 16:45 =	450 (11.4%)	Peak PM Factor : 0.922	Average Hour : 164.9

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	2	2	1	3	8
Tue	01:00	1	0	0	2	3
	02:00	0	2	0	0	2
	03:00	0	2	2	4	8
	04:00	2	0	7	15	24
	05:00	34	18	12	31	95
	06:00	35	37	44	47	163
	07:00	44	43	59	65	211
	08:00	74	75	52	33	234
	09:00	36	38	43	33	150
	10:00	34	46	61	55	196
	11:00	42	40	49	40	171
	12:00	40	40	36	32	148
	13:00	36	44	52	77	209
	14:00	69	53	78	57	257
	15:00	79	77	91	130	377
	16:00	9	0	0	0	9
	17:00	0	0	0	0	0
	18:00	1	0	0	0	1
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						2266

AM Total :	1265 (55.8%)	Peak AM Hour : 07:30 =	273 (12.0%)	Peak AM Factor : 0.910	Average Period : 23.6
PM Total :	1001 (44.2%)	Peak PM Hour : 15:00 =	377 (16.6%)	Peak PM Factor : 0.725	Average Hour : 94.4

Date	Time	:00	:15	:30	:45	Total
12/10/08	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Date	Time	:00	:15	:30	:45	Total
12/11/08	00:00	0	0	0	0	0
Thu	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Date	Time	:00	:15	:30	:45	Total
12/12/08	00:00	0	0	0	0	0
Fri	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Date	Time	:00	:15	:30	:45	Total
12/13/08	00:00	0	0	0	0	0
Sat	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0		0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.			Normal	Axle	Yes	

Lane #2 Basic Volume Data From: 12:00 - 11/24/2008 To: 14:59 - 12/13/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	12:00	27	24	39	45	135
Mon	13:00	34	23	23	44	124
	14:00	71	51	62	59	243
	15:00	62	33	57	50	202
	16:00	38	35	72	59	204
	17:00	45	32	48	53	178
	18:00	40	45	39	35	159
	19:00	30	17	23	8	78
	20:00	13	14	13	24	64
	21:00	13	24	48	25	110
	22:00	11	11	28	13	63
	23:00	4	35	29	30	98
Day Total :						1658

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 34.5
PM Total :	1658 (100.0%)	Peak PM Hour : 14:00 =	243 (14.7%)	Peak PM Factor : 0.844	Average Hour : 138.2

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	9	2	2	1	14
Tue	01:00	0	0	1	1	2
	02:00	1	0	1	0	2
	03:00	1	2	1	0	4
	04:00	0	1	3	5	9
	05:00	14	10	13	23	60
	06:00	23	24	41	58	146
	07:00	68	73	84	91	316
	08:00	90	99	73	60	322
	09:00	63	50	67	56	236
	10:00	47	33	39	51	170
	11:00	59	33	32	23	147
	12:00	29	41	47	46	163
	13:00	42	25	55	45	167
	14:00	62	71	43	40	216
	15:00	40	54	67	46	207
	16:00	31	38	61	72	202
	17:00	38	47	49	44	178
	18:00	51	58	64	51	224
	19:00	28	35	25	16	104
	20:00	6	12	32	25	75
	21:00	13	10	15	48	86
	22:00	51	30	23	26	130
	23:00	47	33	26	16	122
Day Total :						3302

AM Total :	1428 (43.2%)	Peak AM Hour : 07:30 =	364 (11.0%)	Peak AM Factor : 0.919	Average Period : 34.4
PM Total :	1874 (56.8%)	Peak PM Hour : 13:30 =	233 (7.1%)	Peak PM Factor : 0.809	Average Hour : 137.6

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	8	6	4	1	19
Wed	01:00	0	0	0	0	0
	02:00	2	2	0	3	7
	03:00	1	0	0	1	2
	04:00	0	3	2	11	16
	05:00	9	6	10	14	39
	06:00	19	32	45	48	144
	07:00	36	58	57	66	217
	08:00	86	46	56	60	248
	09:00	53	53	30	41	177
	10:00	34	40	26	34	134
	11:00	54	55	36	31	176
	12:00	29	32	36	39	136
	13:00	34	53	40	43	170
	14:00	64	58	77	42	241
	15:00	50	53	47	42	192
	16:00	41	40	50	56	187
	17:00	52	30	43	35	160
	18:00	51	59	35	24	169
	19:00	16	33	13	12	74
	20:00	10	20	40	13	83
	21:00	10	15	28	37	90
	22:00	14	9	15	29	67
	23:00	13	22	32	20	87
Day Total :						2835

AM Total :	1179 (41.6%)	Peak AM Hour : 07:15 =	267 (9.4%)	Peak AM Factor : 0.776	Average Period : 29.5
PM Total :	1656 (58.4%)	Peak PM Hour : 13:45 =	242 (8.5%)	Peak PM Factor : 0.786	Average Hour : 118.1

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	5	9	1	3	18
Thu	01:00	0	1	1	1	3
	02:00	0	1	0	0	1
	03:00	0	0	2	1	3
	04:00	2	2	4	7	15
	05:00	8	9	11	9	37
	06:00	15	18	12	19	64
	07:00	12	11	10	7	40
	08:00	14	5	6	13	38
	09:00	9	7	16	19	51
	10:00	22	29	28	21	100
	11:00	21	29	50	29	129
	12:00	50	27	38	39	154
	13:00	37	36	37	61	171
	14:00	55	42	48	42	187
	15:00	39	31	30	11	111
	16:00	20	18	31	10	79
	17:00	11	14	11	14	50
	18:00	14	23	26	20	83
	19:00	21	17	32	25	95
	20:00	31	25	24	28	108
	21:00	26	22	22	20	90
	22:00	17	14	21	7	59
	23:00	12	12	5	4	33
Day Total :						1719

AM Total :	499 (29.0%)	Peak AM Hour : 11:00 =	129 (7.5%)	Peak AM Factor : 0.645	Average Period :	17.9
PM Total :	1220 (71.0%)	Peak PM Hour : 13:45 =	206 (12.0%)	Peak PM Factor : 0.844	Average Hour :	71.6

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	4	1	2	3	10
Fri	01:00	1	4	0	0	5
	02:00	0	0	1	0	1
	03:00	3	0	0	1	4
	04:00	0	2	3	1	6
	05:00	4	1	5	8	18
	06:00	17	12	18	34	81
	07:00	25	23	26	24	98
	08:00	30	36	32	34	132
	09:00	34	21	16	32	103
	10:00	23	28	31	28	110
	11:00	30	39	36	30	135
	12:00	45	25	37	24	131
	13:00	27	43	39	51	160
	14:00	45	48	52	44	189
	15:00	37	23	54	26	140
	16:00	30	43	39	39	151
	17:00	46	22	42	35	145
	18:00	28	38	35	12	113
	19:00	37	24	6	13	80
	20:00	16	14	9	11	50
	21:00	5	25	25	10	65
	22:00	11	15	23	17	66
	23:00	20	10	23	12	65
Day Total :						2058

AM Total :	703 (34.2%)	Peak AM Hour : 08:15 =	136 (6.6%)	Peak AM Factor : 0.872	Average Period : 21.4
PM Total :	1355 (65.8%)	Peak PM Hour : 13:45 =	196 (9.5%)	Peak PM Factor : 0.907	Average Hour : 85.8

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	4	0	3	1	8
Sat	01:00	1	1	1	1	4
	02:00	0	1	0	2	3
	03:00	1	0	0	0	1
	04:00	2	3	0	6	11
	05:00	12	9	6	9	36
	06:00	20	20	30	31	101
	07:00	24	22	26	19	91
	08:00	30	19	6	18	73
	09:00	12	22	16	31	81
	10:00	25	35	26	32	118
	11:00	44	48	37	32	161
	12:00	38	15	24	29	106
	13:00	39	30	28	68	165
	14:00	50	49	45	39	183
	15:00	52	49	38	33	172
	16:00	46	23	34	50	153
	17:00	34	34	42	37	147
	18:00	28	38	38	27	131
	19:00	15	27	16	16	74
	20:00	9	6	11	12	38
	21:00	10	13	20	18	61
	22:00	28	15	14	11	68
	23:00	15	23	15	15	68
Day Total :						2054

AM Total :	688 (33.5%)	Peak AM Hour : 10:45 =	161 (7.8%)	Peak AM Factor : 0.839	Average Period : 21.4
PM Total :	1366 (66.5%)	Peak PM Hour : 13:45 =	212 (10.3%)	Peak PM Factor : 0.779	Average Hour : 85.6

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	13	3	3	3	22
Sun	01:00	3	2	7	8	20
	02:00	0	0	1	3	4
	03:00	0	1	0	1	2
	04:00	2	0	0	1	3
	05:00	6	1	4	8	19
	06:00	19	23	20	27	89
	07:00	21	22	19	16	78
	08:00	10	8	5	13	36
	09:00	14	16	23	18	71
	10:00	17	19	34	31	101
	11:00	38	43	28	22	131
	12:00	31	30	31	39	131
	13:00	47	42	32	44	165
	14:00	45	65	39	54	203
	15:00	40	30	36	33	139
	16:00	45	38	49	44	176
	17:00	50	39	48	53	190
	18:00	56	68	36	27	187
	19:00	31	19	18	27	95
	20:00	13	18	29	18	78
	21:00	29	33	17	21	100
	22:00	23	29	12	18	82
	23:00	29	23	19	13	84
Day Total :						2206

AM Total :	576 (26.1%)	Peak AM Hour : 10:30 =	146 (6.6%)	Peak AM Factor : 0.849	Average Period : 23.0
PM Total :	1630 (73.9%)	Peak PM Hour : 17:30 =	225 (10.2%)	Peak PM Factor : 0.827	Average Hour : 91.9

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	10	14	20	21	65
Mon	01:00	19	8	14	6	47
	02:00	1	0	5	1	7
	03:00	0	3	2	2	7
	04:00	2	5	0	12	19
	05:00	27	24	21	25	97
	06:00	43	39	66	66	214
	07:00	70	91	109	103	373
	08:00	111	97	100	78	386
	09:00	79	76	48	41	244
	10:00	35	48	50	47	180
	11:00	48	63	51	50	212
	12:00	35	44	32	44	155
	13:00	38	40	52	49	179
	14:00	65	76	61	47	249
	15:00	47	65	56	64	232
	16:00	68	62	68	74	272
	17:00	42	39	47	67	195
	18:00	47	54	42	34	177
	19:00	40	34	26	27	127
	20:00	28	13	9	28	78
	21:00	17	9	14	17	57
	22:00	27	17	7	15	66
	23:00	25	28	28	18	99
Day Total :						3737

AM Total :	1851 (49.5%)	Peak AM Hour : 07:30 =	420 (11.2%)	Peak AM Factor : 0.946	Average Period : 38.9
PM Total :	1886 (50.5%)	Peak PM Hour : 16:00 =	272 (7.3%)	Peak PM Factor : 0.895	Average Hour : 155.7

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	33	24	8	2	67
Tue	01:00	3	5	1	1	10
	02:00	2	0	0	1	3
	03:00	0	1	0	0	1
	04:00	1	2	2	6	11
	05:00	19	14	11	22	66
	06:00	30	35	50	69	184
	07:00	69	91	93	108	361
	08:00	102	87	81	96	366
	09:00	62	48	33	48	191
	10:00	40	44	44	50	178
	11:00	59	39	48	39	185
	12:00	38	30	35	31	134
	13:00	36	49	58	60	203
	14:00	52	56	57	49	214
	15:00	73	41	51	44	209
	16:00	52	54	54	49	209
	17:00	60	55	39	39	193
	18:00	49	37	37	37	160
	19:00	39	18	17	8	82
	20:00	7	8	15	25	55
	21:00	22	21	15	29	87
	22:00	28	12	21	6	67
	23:00	26	31	12	13	82
Day Total :						3318

AM Total :	1623 (48.9%)	Peak AM Hour : 07:15 =	394 (11.9%)	Peak AM Factor : 0.912	Average Period : 34.6
PM Total :	1695 (51.1%)	Peak PM Hour : 14:15 =	235 (7.1%)	Peak PM Factor : 0.805	Average Hour : 138.3

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	4	3	2	3	12
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	1	4	8	14
	05:00	6	19	7	19	51
	06:00	18	35	39	54	146
	07:00	68	80	77	106	331
	08:00	99	79	87	74	339
	09:00	71	61	48	43	223
	10:00	34	26	38	25	123
	11:00	37	36	44	49	166
	12:00	36	39	34	43	152
	13:00	47	33	33	48	161
	14:00	56	68	66	52	242
	15:00	59	55	48	46	208
	16:00	42	42	79	48	211
	17:00	28	48	48	49	173
	18:00	41	33	47	24	145
	19:00	25	17	13	11	66
	20:00	27	24	17	19	87
	21:00	9	26	26	13	74
	22:00	5	19	31	23	78
	23:00	20	19	18	18	75
Day Total :						3077

AM Total :	1405 (45.7%)	Peak AM Hour : 07:45 =	371 (12.1%)	Peak AM Factor : 0.875	Average Period : 32.1
PM Total :	1672 (54.3%)	Peak PM Hour : 14:15 =	245 (8.0%)	Peak PM Factor : 0.775	Average Hour : 128.2

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	9	2	2	3	16
Thu	01:00	0	1	0	1	2
	02:00	0	1	1	1	3
	03:00	0	1	0	0	1
	04:00	0	1	2	7	10
	05:00	13	9	9	22	53
	06:00	25	32	45	56	158
	07:00	60	89	106	98	353
	08:00	101	79	77	77	334
	09:00	64	45	32	50	191
	10:00	32	26	33	40	131
	11:00	27	26	38	37	128
	12:00	37	29	34	29	129
	13:00	34	33	50	59	176
	14:00	33	73	41	49	196
	15:00	43	52	56	31	182
	16:00	49	59	51	35	194
	17:00	41	37	52	52	182
	18:00	43	55	20	35	153
	19:00	25	24	24	24	97
	20:00	16	16	9	23	64
	21:00	24	11	41	21	97
	22:00	13	23	8	21	65
	23:00	18	19	19	11	67
Day Total :						2982

AM Total :	1380 (46.3%)	Peak AM Hour : 07:15 =	394 (13.2%)	Peak AM Factor : 0.929	Average Period : 31.1
PM Total :	1602 (53.7%)	Peak PM Hour : 13:30 =	215 (7.2%)	Peak PM Factor : 0.736	Average Hour : 124.3

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	8	2	7	3	20
Fri	01:00	1	1	5	1	8
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	1	3	1	2	7
	05:00	7	11	15	8	41
	06:00	26	26	38	49	139
	07:00	54	79	98	100	331
	08:00	95	85	90	66	336
	09:00	68	35	33	41	177
	10:00	42	39	43	29	153
	11:00	44	33	33	32	142
	12:00	29	28	52	39	148
	13:00	23	42	41	60	166
	14:00	40	66	45	27	178
	15:00	37	58	44	27	166
	16:00	34	46	53	44	177
	17:00	43	39	37	43	162
	18:00	46	29	31	43	149
	19:00	22	25	7	23	77
	20:00	22	17	12	3	54
	21:00	16	22	41	10	89
	22:00	22	11	23	17	73
	23:00	27	26	16	6	75
Day Total :						2869

AM Total :	1355 (47.2%)	Peak AM Hour : 07:30 =	378 (13.2%)	Peak AM Factor : 0.945	Average Period : 29.9
PM Total :	1514 (52.8%)	Peak PM Hour : 13:45 =	211 (7.4%)	Peak PM Factor : 0.799	Average Hour : 119.5

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	18	3	5	2	28
Sat	01:00	0	1	0	1	2
	02:00	0	2	1	1	4
	03:00	2	0	0	1	3
	04:00	0	0	2	1	3
	05:00	6	5	3	9	23
	06:00	9	14	14	33	70
	07:00	17	10	18	25	70
	08:00	36	36	18	22	112
	09:00	14	17	18	22	71
	10:00	27	34	25	32	118
	11:00	31	29	27	31	118
	12:00	32	36	25	27	120
	13:00	26	35	40	32	133
	14:00	47	34	35	43	159
	15:00	33	35	39	39	146
	16:00	29	27	28	41	125
	17:00	33	35	18	39	125
	18:00	32	15	15	35	97
	19:00	16	29	32	7	84
	20:00	13	13	9	12	47
	21:00	6	12	17	17	52
	22:00	32	11	7	10	60
	23:00	11	19	15	8	53
Day Total :						1823

AM Total :	622 (34.1%)	Peak AM Hour : 10:15 =	122 (6.7%)	Peak AM Factor : 0.847	Average Period :	19.0
PM Total :	1201 (65.9%)	Peak PM Hour : 14:00 =	159 (8.7%)	Peak PM Factor : 0.846	Average Hour :	76.0

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	6	2	3	3	14
Sun	01:00	4	4	0	4	12
	02:00	2	2	3	1	8
	03:00	0	1	2	2	5
	04:00	0	1	1	1	3
	05:00	0	1	0	8	9
	06:00	7	8	5	13	33
	07:00	15	8	10	13	46
	08:00	15	12	18	25	70
	09:00	12	19	23	19	73
	10:00	21	30	31	34	116
	11:00	40	42	12	20	114
	12:00	17	23	33	33	106
	13:00	26	32	60	45	163
	14:00	39	47	51	20	157
	15:00	25	46	51	22	144
	16:00	38	38	47	36	159
	17:00	40	22	17	19	98
	18:00	35	28	12	30	105
	19:00	18	20	15	8	61
	20:00	14	14	27	24	79
	21:00	16	20	28	14	78
	22:00	11	9	12	29	61
	23:00	18	38	29	25	110
Day Total :						1824

AM Total :	503 (27.6%)	Peak AM Hour : 10:30 =	147 (8.1%)	Peak AM Factor : 0.875	Average Period : 19.0
PM Total :	1321 (72.4%)	Peak PM Hour : 13:30 =	191 (10.5%)	Peak PM Factor : 0.796	Average Hour : 76.0

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	3	10	9	0	22
Mon	01:00	4	6	0	0	10
	02:00	0	2	0	0	2
	03:00	0	0	0	1	1
	04:00	0	3	3	8	14
	05:00	6	13	14	19	52
	06:00	34	24	46	58	162
	07:00	57	87	102	90	336
	08:00	92	80	81	84	337
	09:00	82	51	46	48	227
	10:00	27	38	37	27	129
	11:00	45	36	33	30	144
	12:00	35	22	33	24	114
	13:00	28	42	43	60	173
	14:00	32	47	41	31	151
	15:00	44	51	58	33	186
	16:00	37	61	42	38	178
	17:00	40	44	44	33	161
	18:00	45	32	22	20	119
	19:00	35	16	17	13	81
	20:00	30	16	9	24	79
	21:00	15	14	30	18	77
	22:00	11	12	18	14	55
	23:00	37	12	19	9	77
Day Total :						2887

AM Total :	1436 (49.7%)	Peak AM Hour : 07:15 =	371 (12.9%)	Peak AM Factor : 0.909	Average Period : 30.1
PM Total :	1451 (50.3%)	Peak PM Hour : 15:30 =	189 (6.5%)	Peak PM Factor : 0.775	Average Hour : 120.3

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	2	5	1	0	8
Tue	01:00	0	1	0	0	1
	02:00	0	0	1	1	2
	03:00	0	0	2	1	3
	04:00	1	2	5	1	9
	05:00	9	9	9	14	41
	06:00	15	25	27	56	123
	07:00	63	96	95	94	348
	08:00	94	99	72	80	345
	09:00	68	36	33	34	171
	10:00	33	42	36	32	143
	11:00	31	29	31	29	120
	12:00	37	44	29	15	125
	13:00	26	21	21	45	113
	14:00	46	50	40	48	184
	15:00	47	52	75	52	226
	16:00	2	0	0	0	2
	17:00	0	0	0	0	0
	18:00	2	0	0	0	2
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						1966

AM Total :	1314 (66.8%)	Peak AM Hour : 07:30 =	382 (19.4%)	Peak AM Factor : 0.965	Average Period : 20.5
PM Total :	652 (33.2%)	Peak PM Hour : 15:00 =	226 (11.5%)	Peak PM Factor : 0.753	Average Hour : 81.9

Date	Time	:00	:15	:30	:45	Total
12/10/08	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Date	Time	:00	:15	:30	:45	Total
12/11/08	00:00	0	0	0	0	0
Thu	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						0

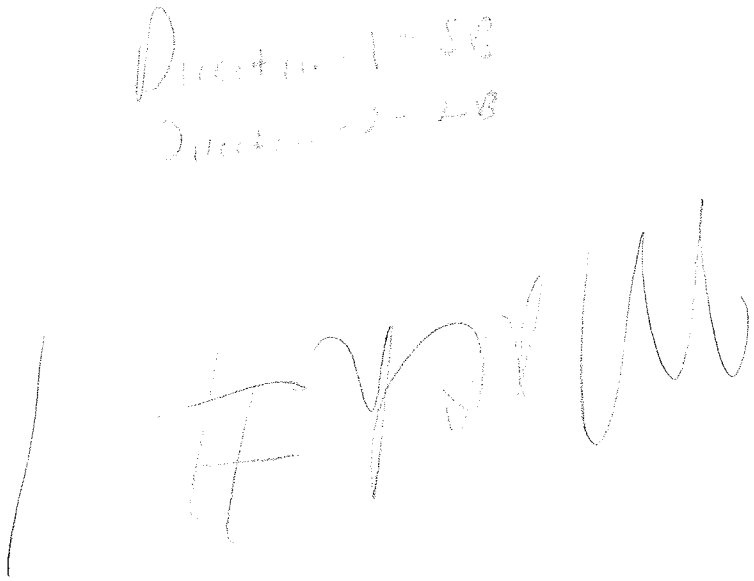
AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Date	Time	:00	:15	:30	:45	Total
12/12/08	00:00	0	0	0	0	0
Fri	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

Date	Time	:00	:15	:30	:45	Total
12/13/08	00:00	0	0	0	0	0
Sat	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	0	0	0	0
	10:00	0	0	0	0	0
	11:00	0	0	0	0	0
	12:00	0	0	0	0	0
	13:00	0	0	0	0	0
	14:00	0	0	0		0
Day Total :						0

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0



Basic Volume Summary: RYE LAKE RD

Grand Total For Data From: 12:00 - 11/24/2008 To: 14:59 - 12/13/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	47302	(54.0%)	19.11	2475	25.8	103.1	15152 (32.0%)	32150 (68.0%)
#2.	40315	(46.0%)	19.11	2109	22.0	87.9	16562 (41.1%)	23753 (58.9%)
ALL	87617		19.11	4584	47.8	191.0	31714 (36.2%)	55903 (63.8%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:00 =	298	12/01/2008	0.760	17:00 =	484	12/01/2008	0.807
#2.	07:30 =	420	12/01/2008	0.946	16:00 =	272	12/01/2008	0.895

Basic Volume Report: SBI684 RAMP

Station ID : SBI684 RAMP
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : SBI684 RAMP.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 97854

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 09:45 - 11/24/2008 To: 16:14 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	09:00				93	93
Mon	10:00	102	73	73	76	324
	11:00	54	53	54	45	206
	12:00	53	59	54	49	215
	13:00	48	54	58	55	215
	14:00	57	38	60	52	207
	15:00	45	45	61	72	223
	16:00	65	59	70	44	238
	17:00	61	67	50	77	255
	18:00	44	58	46	36	184
	19:00	27	18	20	11	76
	20:00	19	14	22	8	63
	21:00	17	29	16	12	74
	22:00	20	14	18	20	72
	23:00	19	16	14	5	54
Day Total :						2499

AM Total :	623 (24.9%)	Peak AM Hour : 09:45 =	341 (13.6%)	Peak AM Factor : 0.836	Average Period : 43.8
PM Total :	1876 (75.1%)	Peak PM Hour : 15:45 =	266 (10.6%)	Peak PM Factor : 0.864	Average Hour : 175.4

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	4	2	0	4	10
Tue	01:00	1	2	2	1	6
	02:00	0	0	1	2	3
	03:00	5	3	1	3	12
	04:00	4	6	8	10	28
	05:00	19	27	25	35	106
	06:00	46	63	111	98	318
	07:00	93	114	131	164	502
	08:00	172	183	162	147	664
	09:00	122	109	110	102	443
	10:00	128	68	55	54	305
	11:00	58	40	53	47	198
	12:00	53	58	51	50	212
	13:00	61	54	67	70	252
	14:00	42	58	51	53	204
	15:00	55	48	45	61	209
	16:00	62	73	72	60	267
	17:00	61	58	66	61	246
	18:00	63	56	64	52	235
	19:00	32	18	28	28	106
	20:00	11	28	31	23	93
	21:00	23	30	26	24	103
	22:00	20	17	26	22	85
	23:00	12	13	12	13	50
Day Total :						4657

AM Total :	2595 (55.7%)	Peak AM Hour : 07:45 =	681 (14.6%)	Peak AM Factor : 0.930	Average Period : 48.5
PM Total :	2062 (44.3%)	Peak PM Hour : 15:45 =	268 (5.8%)	Peak PM Factor : 0.918	Average Hour : 194.0

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	6	3	2	3	14
Wed	01:00	1	1	0	2	4
	02:00	2	1	3	0	6
	03:00	1	2	1	3	7
	04:00	2	5	7	16	30
	05:00	11	21	26	32	90
	06:00	37	62	91	95	285
	07:00	87	94	117	126	424
	08:00	133	136	151	120	540
	09:00	88	87	60	66	301
	10:00	66	57	38	56	217
	11:00	68	57	47	53	225
	12:00	52	56	43	49	200
	13:00	59	58	62	48	227
	14:00	63	59	67	50	239
	15:00	39	48	53	57	197
	16:00	55	57	62	50	224
	17:00	47	48	56	57	208
	18:00	27	42	38	50	157
	19:00	23	21	28	26	98
	20:00	10	20	17	16	63
	21:00	24	26	37	21	108
	22:00	22	24	19	27	92
	23:00	29	26	18	12	85
Day Total :						4041

AM Total :	2143 (53.0%)	Peak AM Hour : 07:45 =	546 (13.5%)	Peak AM Factor : 0.904	Average Period : 42.1
PM Total :	1898 (47.0%)	Peak PM Hour : 14:00 =	239 (5.9%)	Peak PM Factor : 0.892	Average Hour : 168.4

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	5	5	0	2	12
Thu	01:00	2	0	0	1	3
	02:00	0	1	0	0	1
	03:00	0	4	1	5	10
	04:00	1	5	12	11	29
	05:00	12	9	14	11	46
	06:00	24	22	18	21	85
	07:00	13	10	18	10	51
	08:00	19	10	15	15	59
	09:00	13	11	14	27	65
	10:00	36	32	44	22	134
	11:00	42	35	43	43	163
	12:00	36	40	56	60	192
	13:00	46	53	56	73	228
	14:00	47	58	44	40	189
	15:00	38	44	27	24	133
	16:00	26	17	17	20	80
	17:00	27	17	32	15	91
	18:00	33	17	30	27	107
	19:00	20	31	41	42	134
	20:00	39	48	42	51	180
	21:00	39	43	31	31	144
	22:00	29	21	23	13	86
	23:00	16	21	8	7	52
Day Total :						2274

AM Total :	658 (28.9%)	Peak AM Hour : 11:00 =	163 (7.2%)	Peak AM Factor : 0.926	Average Period : 23.7
PM Total :	1616 (71.1%)	Peak PM Hour : 13:30 =	234 (10.3%)	Peak PM Factor : 0.801	Average Hour : 94.8

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	6	5	3	3	17
Fri	01:00	0	4	0	2	6
	02:00	2	2	0	2	6
	03:00	1	1	1	5	8
	04:00	3	4	5	3	15
	05:00	5	5	14	18	42
	06:00	21	21	44	37	123
	07:00	25	33	38	51	147
	08:00	57	56	49	59	221
	09:00	40	29	33	46	148
	10:00	37	39	57	46	179
	11:00	55	52	47	65	219
	12:00	34	30	40	36	140
	13:00	38	57	59	56	210
	14:00	45	44	39	43	171
	15:00	39	58	46	41	184
	16:00	41	40	45	41	167
	17:00	38	42	47	40	167
	18:00	32	29	23	28	112
	19:00	29	15	16	20	80
	20:00	16	9	20	15	60
	21:00	15	21	12	16	64
	22:00	16	13	20	15	64
	23:00	9	17	9	12	47
Day Total :						2597

AM Total :	1131 (43.6%)	Peak AM Hour : 08:00 =	221 (8.5%)	Peak AM Factor : 0.850	Average Period : 27.1
PM Total :	1466 (56.4%)	Peak PM Hour : 13:15 =	217 (8.4%)	Peak PM Factor : 0.919	Average Hour : 108.2

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	4	4	8	4	20
Sat	01:00	2	5	1	2	10
	02:00	0	0	0	1	1
	03:00	2	1	1	6	10
	04:00	6	2	6	17	31
	05:00	20	10	19	26	75
	06:00	18	25	36	33	112
	07:00	19	28	25	38	110
	08:00	26	28	13	21	88
	09:00	25	33	30	44	132
	10:00	40	37	48	44	169
	11:00	38	36	37	48	159
	12:00	41	37	46	44	168
	13:00	43	46	51	47	187
	14:00	48	64	45	63	220
	15:00	38	44	52	48	182
	16:00	50	44	47	44	185
	17:00	46	30	38	51	165
	18:00	35	38	28	35	136
	19:00	29	27	12	23	91
	20:00	16	10	17	17	60
	21:00	13	17	13	18	61
	22:00	20	9	16	11	56
	23:00	17	12	22	12	63
Day Total :						2491

AM Total :	917 (36.8%)	Peak AM Hour : 09:45 =	169 (6.8%)	Peak AM Factor : 0.880	Average Period : 25.9
PM Total :	1574 (63.2%)	Peak PM Hour : 14:00 =	220 (8.8%)	Peak PM Factor : 0.859	Average Hour : 103.8

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	7	8	5	2	22
Sun	01:00	3	4	5	3	15
	02:00	1	0	2	2	5
	03:00	2	1	6	4	13
	04:00	2	1	6	5	14
	05:00	7	6	16	18	47
	06:00	15	20	30	30	95
	07:00	18	20	26	26	90
	08:00	15	13	32	17	77
	09:00	26	25	34	35	120
	10:00	37	36	44	38	155
	11:00	35	31	33	30	129
	12:00	38	34	39	41	152
	13:00	53	54	51	60	218
	14:00	46	61	53	67	227
	15:00	54	47	46	43	190
	16:00	57	47	50	51	205
	17:00	51	60	31	46	188
	18:00	26	36	44	28	134
	19:00	34	20	33	23	110
	20:00	21	32	27	32	112
	21:00	20	25	29	17	91
	22:00	19	20	18	9	66
	23:00	12	9	7	12	40
Day Total :						2515

AM Total :	782 (31.1%)	Peak AM Hour : 10:00 =	155 (6.2%)	Peak AM Factor : 0.881	Average Period : 26.2
PM Total :	1733 (68.9%)	Peak PM Hour : 14:15 =	235 (9.3%)	Peak PM Factor : 0.877	Average Hour : 104.8

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	5	7	1	6	19
Mon	01:00	4	3	3	1	11
	02:00	0	1	2	2	5
	03:00	0	1	1	7	9
	04:00	4	6	13	32	55
	05:00	38	39	36	39	152
	06:00	78	69	110	116	373
	07:00	107	157	160	169	593
	08:00	203	184	191	183	761
	09:00	174	150	84	100	508
	10:00	74	83	80	42	279
	11:00	43	55	53	56	207
	12:00	70	49	48	59	226
	13:00	60	57	66	70	253
	14:00	60	56	51	39	206
	15:00	52	64	53	72	241
	16:00	56	76	69	60	261
	17:00	58	70	63	73	264
	18:00	74	47	54	39	214
	19:00	25	37	21	15	98
	20:00	27	14	18	21	80
	21:00	12	17	16	16	61
	22:00	15	13	13	15	56
	23:00	8	20	14	15	57
Day Total :						4989

AM Total :	2972 (59.6%)	Peak AM Hour : 08:00 =	761 (15.3%)	Peak AM Factor : 0.937	Average Period : 52.0
PM Total :	2017 (40.4%)	Peak PM Hour : 17:15 =	280 (5.6%)	Peak PM Factor : 0.921	Average Hour : 207.9

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	9	1	0	1	11
Tue	01:00	5	4	1	0	10
	02:00	0	0	1	0	1
	03:00	1	1	2	5	9
	04:00	3	7	15	21	46
	05:00	23	27	27	44	121
	06:00	61	75	111	134	381
	07:00	127	147	165	193	632
	08:00	188	167	200	188	743
	09:00	148	127	77	104	456
	10:00	78	74	70	67	289
	11:00	66	53	57	49	225
	12:00	47	43	77	58	225
	13:00	64	67	61	68	260
	14:00	51	52	48	48	199
	15:00	44	55	52	55	206
	16:00	62	58	70	67	257
	17:00	44	54	68	61	227
	18:00	51	57	44	48	200
	19:00	25	25	18	27	95
	20:00	19	16	16	18	69
	21:00	18	19	16	16	69
	22:00	15	18	18	22	73
	23:00	18	8	9	5	40
Day Total :						4844

AM Total :	2924 (60.4%)	Peak AM Hour : 07:45 =	748 (15.4%)	Peak AM Factor : 0.935	Average Period : 50.5
PM Total :	1920 (39.6%)	Peak PM Hour : 12:30 =	266 (5.5%)	Peak PM Factor : 0.864	Average Hour : 201.8

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	2	0	3	1	6
Wed	01:00	0	2	1	2	5
	02:00	3	2	2	0	7
	03:00	2	2	1	3	8
	04:00	3	4	15	16	38
	05:00	19	22	25	32	98
	06:00	50	74	102	121	347
	07:00	112	116	124	195	547
	08:00	165	196	199	186	746
	09:00	166	124	122	87	499
	10:00	65	50	71	43	229
	11:00	52	49	54	61	216
	12:00	50	47	51	56	204
	13:00	40	42	75	68	225
	14:00	63	58	52	52	225
	15:00	42	55	61	59	217
	16:00	52	57	65	54	228
	17:00	46	81	74	68	269
	18:00	72	51	46	34	203
	19:00	31	13	23	28	95
	20:00	19	15	11	15	60
	21:00	12	20	13	14	59
	22:00	18	15	18	15	66
	23:00	9	17	9	7	42
Day Total :						4639

AM Total :	2746 (59.2%)	Peak AM Hour : 07:45 =	755 (16.3%)	Peak AM Factor : 0.948	Average Period : 48.3
PM Total :	1893 (40.8%)	Peak PM Hour : 17:15 =	295 (6.4%)	Peak PM Factor : 0.910	Average Hour : 193.3

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	0	2	2	3	7
Thu	01:00	1	1	1	0	3
	02:00	0	1	1	1	3
	03:00	2	1	0	1	4
	04:00	2	7	9	14	32
	05:00	17	25	18	36	96
	06:00	42	70	118	119	349
	07:00	124	145	169	183	621
	08:00	194	223	175	171	763
	09:00	139	90	85	82	396
	10:00	93	61	45	71	270
	11:00	43	49	61	47	200
	12:00	41	48	45	40	174
	13:00	46	53	51	44	194
	14:00	35	39	44	40	158
	15:00	46	51	60	67	224
	16:00	54	51	54	58	217
	17:00	46	66	70	56	238
	18:00	59	64	38	49	210
	19:00	26	35	26	32	119
	20:00	24	14	19	13	70
	21:00	19	16	22	14	71
	22:00	15	15	10	12	52
	23:00	9	11	9	10	39
Day Total :						4510

AM Total :	2744 (60.8%)	Peak AM Hour : 07:45 =	775 (17.2%)	Peak AM Factor : 0.869	Average Period : 47.0
PM Total :	1766 (39.2%)	Peak PM Hour : 17:15 =	251 (5.6%)	Peak PM Factor : 0.896	Average Hour : 187.9

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	4	4	1	4	13
Fri	01:00	2	2	2	1	7
	02:00	0	1	1	0	2
	03:00	0	2	1	2	5
	04:00	4	2	4	10	20
	05:00	16	24	38	41	119
	06:00	50	60	120	95	325
	07:00	103	140	162	146	551
	08:00	162	194	197	152	705
	09:00	95	98	106	103	402
	10:00	69	76	49	50	244
	11:00	62	41	58	56	217
	12:00	49	57	46	63	215
	13:00	61	54	57	61	233
	14:00	53	57	49	48	207
	15:00	48	50	45	57	200
	16:00	60	55	58	59	232
	17:00	56	61	68	65	250
	18:00	46	41	57	45	189
	19:00	31	20	22	25	98
	20:00	22	16	13	15	66
	21:00	14	17	12	13	56
	22:00	16	23	14	10	63
	23:00	20	14	12	8	54
Day Total :						4473

AM Total :	2610 (58.4%)	Peak AM Hour : 08:00 =	705 (15.8%)	Peak AM Factor : 0.895	Average Period : 46.6
PM Total :	1863 (41.6%)	Peak PM Hour : 17:00 =	250 (5.6%)	Peak PM Factor : 0.919	Average Hour : 186.4

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	8	5	6	2	21
Sat	01:00	2	0	4	4	10
	02:00	0	2	1	0	3
	03:00	1	1	1	2	5
	04:00	2	6	5	5	18
	05:00	10	6	16	17	49
	06:00	25	19	52	44	140
	07:00	21	23	29	30	103
	08:00	34	32	38	43	147
	09:00	27	37	31	44	139
	10:00	39	44	39	42	164
	11:00	40	28	40	50	158
	12:00	42	47	42	44	175
	13:00	52	55	63	69	239
	14:00	50	42	49	37	178
	15:00	45	50	53	46	194
	16:00	34	42	43	39	158
	17:00	48	40	41	37	166
	18:00	30	41	37	45	153
	19:00	23	25	36	21	105
	20:00	19	17	17	22	75
	21:00	10	15	23	18	66
	22:00	14	12	12	16	54
	23:00	14	8	22	13	57
Day Total :						2577

AM Total :	957 (37.1%)	Peak AM Hour : 09:45 =	166 (6.4%)	Peak AM Factor : 0.798	Average Period : 26.8
PM Total :	1620 (62.9%)	Peak PM Hour : 13:00 =	239 (9.3%)	Peak PM Factor : 0.866	Average Hour : 107.4

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	7	8	12	12	39
Sun	01:00	8	8	4	5	25
	02:00	1	3	5	2	11
	03:00	0	3	2	3	8
	04:00	5	2	3	5	15
	05:00	2	6	7	18	33
	06:00	15	6	16	17	54
	07:00	10	8	16	22	56
	08:00	20	18	31	36	105
	09:00	23	40	34	45	142
	10:00	40	36	46	40	162
	11:00	40	46	44	44	174
	12:00	42	39	62	50	193
	13:00	39	78	63	46	226
	14:00	57	45	49	39	190
	15:00	43	45	49	52	189
	16:00	37	47	55	54	193
	17:00	41	31	23	30	125
	18:00	34	28	23	24	109
	19:00	24	16	26	18	84
	20:00	15	11	14	19	59
	21:00	18	14	21	14	67
	22:00	13	14	15	13	55
	23:00	16	14	9	6	45
Day Total :						2359

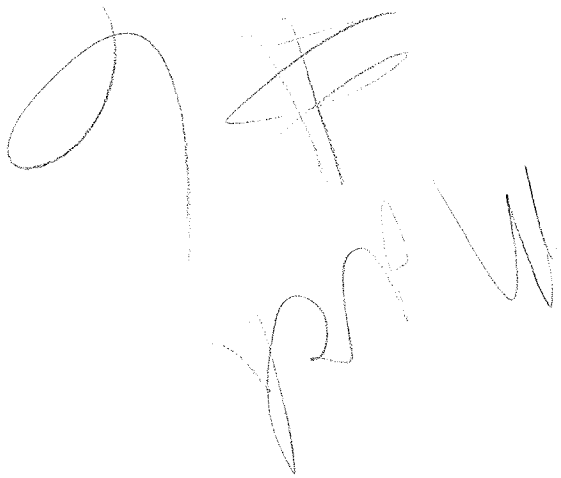
AM Total :	824 (34.9%)	Peak AM Hour : 11:00 =	174 (7.4%)	Peak AM Factor : 0.946	Average Period : 24.6
PM Total :	1535 (65.1%)	Peak PM Hour : 13:15 =	244 (10.3%)	Peak PM Factor : 0.782	Average Hour : 98.3

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	2	5	4	2	13
Mon	01:00	0	2	0	1	3
	02:00	0	2	2	0	4
	03:00	0	1	0	3	4
	04:00	1	9	6	19	35
	05:00	27	30	28	39	124
	06:00	66	71	100	113	350
	07:00	110	152	149	154	565
	08:00	173	211	180	211	775
	09:00	146	106	79	64	395
	10:00	77	64	49	55	245
	11:00	54	47	44	59	204
	12:00	41	46	38	43	168
	13:00	47	57	58	48	210
	14:00	38	51	58	31	178
	15:00	43	52	53	43	191
	16:00	56	75	54	35	220
	17:00	52	55	66	57	230
	18:00	46	51	39	26	162
	19:00	39	31	21	19	110
	20:00	17	12	12	13	54
	21:00	16	14	14	14	58
	22:00	12	23	15	14	64
	23:00	9	9	10	2	30
Day Total :						4392

AM Total :	2717 (61.9%)	Peak AM Hour : 08:00 =	775 (17.6%)	Peak AM Factor : 0.918	Average Period : 45.8
PM Total :	1675 (38.1%)	Peak PM Hour : 17:00 =	230 (5.2%)	Peak PM Factor : 0.767	Average Hour : 183.0

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	1	2	1	1	5
Tue	01:00	0	2	1	0	3
	02:00	0	1	1	1	3
	03:00	0	0	0	1	1
	04:00	4	8	4	14	30
	05:00	17	21	18	27	83
	06:00	64	66	100	109	339
	07:00	116	139	156	165	576
	08:00	179	230	179	182	770
	09:00	145	100	110	71	426
	10:00	68	86	55	50	259
	11:00	49	48	45	45	187
	12:00	45	42	52	28	167
	13:00	49	43	50	44	186
	14:00	49	33	50	48	180
	15:00	46	42	40	58	186
Day Total :						3401

AM Total :	2682 (78.9%)	Peak AM Hour : 08:00 =	770 (22.6%)	Peak AM Factor : 0.837	Average Period :	53.1
PM Total :	719 (21.1%)	Peak PM Hour : 13:00 =	186 (5.5%)	Peak PM Factor : 0.802	Average Hour :	212.6



Basic Volume Summary: SBI684 RAMP

Grand Total For Data From: 09:45 - 11/24/2008 To: 16:14 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	57258	(100.0%)	15.26	3752	39.1	156.3	30025 (52.4%)	27233 (47.6%)
ALL	57258		15.26	3752	39.1	156.3	30025 (52.4%)	27233 (47.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:45 =	775	12/04/2008	0.869	17:15 =	295	12/03/2008	0.910

Basic Volume Report: SB RTE 120

Station ID : SB RTE 120
Info Line 1 :
Info Line 2 :
GPS Lat/Lon :
DB File : SB RTE 120.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 97853
Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 11:00 - 11/24/2008 To: 16:14 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	11:00	88	93	136	93	410
Mon	12:00	109	91	97	144	441
	13:00	119	99	119	111	448
	14:00	169	170	174	146	659
	15:00	173	181	189	171	714
	16:00	187	215	214	224	840
	17:00	244	214	215	192	865
	18:00	226	190	202	169	787
	19:00	119	113	96	80	408
	20:00	59	54	48	48	209
	21:00	63	64	79	71	277
	22:00	47	50	43	51	191
	23:00	36	41	54	61	192
Day Total :						6441

AM Total :	410 (6.4%)	Peak AM Hour : 11:00 =	410 (6.4%)	Peak AM Factor : 0.754	Average Period : 123.9
PM Total :	6031 (93.6%)	Peak PM Hour : 16:15 =	897 (13.9%)	Peak PM Factor : 0.919	Average Hour : 495.5

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	65	16	23	12	116
Tue	01:00	5	5	4	1	15
	02:00	1	1	3	1	6
	03:00	2	0	2	1	5
	04:00	10	7	8	16	41
	05:00	22	17	24	29	92
	06:00	54	47	69	98	268
	07:00	79	99	132	143	453
	08:00	173	160	135	112	580
	09:00	126	104	96	111	437
	10:00	84	87	111	108	390
	11:00	115	140	91	101	447
	12:00	108	117	117	125	467
	13:00	101	108	116	158	483
	14:00	169	176	146	146	637
	15:00	151	208	198	210	767
	16:00	189	194	180	250	813
	17:00	263	246	227	257	993
	18:00	234	220	219	200	873
	19:00	154	126	123	53	456
	20:00	84	71	58	99	312
	21:00	55	58	46	86	245
	22:00	100	112	74	68	354
	23:00	95	78	55	42	270
Day Total :						9520

AM Total :	2850 (29.9%)	Peak AM Hour : 07:45 =	611 (6.4%)	Peak AM Factor : 0.883	Average Period : 99.2
PM Total :	6670 (70.1%)	Peak PM Hour : 17:00 =	993 (10.4%)	Peak PM Factor : 0.944	Average Hour : 396.7

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	68	25	30	10	133
Wed	01:00	6	6	4	3	19
	02:00	4	4	4	6	18
	03:00	5	7	4	1	17
	04:00	7	6	6	19	38
	05:00	23	28	30	42	123
	06:00	57	63	63	78	261
	07:00	97	104	103	129	433
	08:00	156	137	139	120	552
	09:00	117	109	82	118	426
	10:00	131	117	108	91	447
	11:00	106	130	111	115	462
	12:00	100	170	149	138	557
	13:00	183	169	145	192	689
	14:00	199	261	232	236	928
	15:00	255	261	247	227	990
	16:00	227	248	196	240	911
	17:00	220	176	165	161	722
	18:00	154	137	153	97	541
	19:00	77	112	74	66	329
	20:00	46	78	84	64	272
	21:00	50	59	62	120	291
	22:00	62	57	39	66	224
	23:00	69	44	109	99	321
Day Total :						9704

AM Total :	2929 (30.2%)	Peak AM Hour : 07:45 =	561 (5.8%)	Peak AM Factor : 0.899	Average Period : 101.1
PM Total :	6775 (69.8%)	Peak PM Hour : 14:45 =	999 (10.3%)	Peak PM Factor : 0.957	Average Hour : 404.3

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	42	37	30	21	130
Thu	01:00	19	11	4	1	35
	02:00	4	3	2	5	14
	03:00	5	2	4	3	14
	04:00	9	3	6	25	43
	05:00	30	32	15	33	110
	06:00	43	57	50	58	208
	07:00	40	49	47	43	179
	08:00	46	41	38	34	159
	09:00	44	38	40	48	170
	10:00	46	66	78	89	279
	11:00	63	78	127	105	373
	12:00	102	87	82	115	386
	13:00	77	96	97	96	366
	14:00	151	104	90	115	460
	15:00	100	87	98	82	367
	16:00	48	67	62	32	209
	17:00	41	52	57	47	197
	18:00	46	48	75	57	226
	19:00	68	85	69	85	307
	20:00	104	71	72	62	309
	21:00	56	57	51	43	207
	22:00	50	30	29	42	151
	23:00	22	31	26	28	107
Day Total :						5006

AM Total :	1714 (34.2%)	Peak AM Hour : 11:00 =	373 (7.5%)	Peak AM Factor : 0.734	Average Period : 52.1
PM Total :	3292 (65.8%)	Peak PM Hour : 14:00 =	460 (9.2%)	Peak PM Factor : 0.762	Average Hour : 208.6

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	27	18	7	6	58
Fri	01:00	12	8	1	5	26
	02:00	3	3	1	4	11
	03:00	3	1	2	3	9
	04:00	8	3	11	7	29
	05:00	5	12	17	26	60
	06:00	26	42	38	52	158
	07:00	49	45	38	91	223
	08:00	73	79	84	88	324
	09:00	67	54	61	42	224
	10:00	73	72	106	109	360
	11:00	88	114	98	88	388
	12:00	107	107	108	105	427
	13:00	106	118	111	148	483
	14:00	146	136	162	122	566
	15:00	128	104	101	141	474
	16:00	125	89	148	130	492
	17:00	122	97	93	68	380
	18:00	92	83	89	79	343
	19:00	63	62	50	34	209
	20:00	57	60	31	23	171
	21:00	33	48	87	29	197
	22:00	46	24	62	33	165
	23:00	75	39	17	48	179
Day Total :						5956

AM Total :	1870 (31.4%)	Peak AM Hour : 10:30 =	417 (7.0%)	Peak AM Factor : 0.914	Average Period : 62.0
PM Total :	4086 (68.6%)	Peak PM Hour : 13:45 =	592 (9.9%)	Peak PM Factor : 0.914	Average Hour : 248.2

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	42	21	14	8	85
Sat	01:00	4	6	8	2	20
	02:00	0	3	3	1	7
	03:00	3	4	6	1	14
	04:00	9	9	4	8	30
	05:00	28	22	15	29	94
	06:00	38	39	75	44	196
	07:00	56	53	44	73	226
	08:00	49	57	48	52	206
	09:00	44	48	53	79	224
	10:00	65	86	86	119	356
	11:00	99	111	137	90	437
	12:00	86	74	93	109	362
	13:00	95	80	99	115	389
	14:00	105	132	132	110	479
	15:00	156	119	117	89	481
	16:00	119	85	80	111	395
	17:00	107	82	77	106	372
	18:00	90	91	73	86	340
	19:00	70	77	51	65	263
	20:00	41	38	31	27	137
	21:00	23	47	34	49	153
	22:00	64	51	68	43	226
	23:00	52	52	56	50	210
Day Total :						5702

AM Total :	1895 (33.2%)	Peak AM Hour : 10:45 =	466 (8.2%)	Peak AM Factor : 0.850	Average Period : 59.4
PM Total :	3807 (66.8%)	Peak PM Hour : 14:15 =	530 (9.3%)	Peak PM Factor : 0.849	Average Hour : 237.6

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	61	24	25	4	114
Sun	01:00	7	15	3	20	45
	02:00	14	4	2	2	22
	03:00	4	4	3	6	17
	04:00	8	4	1	15	28
	05:00	19	6	9	22	56
	06:00	46	33	52	66	197
	07:00	74	49	51	37	211
	08:00	50	48	39	32	169
	09:00	25	30	30	59	144
	10:00	53	45	87	79	264
	11:00	94	102	96	91	383
	12:00	87	88	65	81	321
	13:00	101	92	95	97	385
	14:00	125	115	112	100	452
	15:00	113	90	108	125	436
	16:00	107	93	101	101	402
	17:00	93	104	114	93	404
	18:00	95	98	96	75	364
	19:00	62	50	39	36	187
	20:00	76	50	45	33	204
	21:00	40	75	69	32	216
	22:00	63	73	52	46	234
	23:00	73	50	64	49	236
Day Total :						5491

AM Total :	1650 (30.0%)	Peak AM Hour :	11:00 =	383 (7.0%)	Peak AM Factor : 0.939	Average Period :	57.2
PM Total :	3841 (70.0%)	Peak PM Hour :	14:00 =	452 (8.2%)	Peak PM Factor : 0.904	Average Hour :	228.8

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	46	48	50	52	196
Mon	01:00	53	30	42	29	154
	02:00	15	10	3	8	36
	03:00	7	7	6	6	26
	04:00	3	7	8	21	39
	05:00	50	59	36	35	180
	06:00	63	68	85	129	345
	07:00	119	117	158	186	580
	08:00	212	175	153	167	707
	09:00	148	136	114	100	498
	10:00	107	108	95	150	460
	11:00	140	111	93	108	452
	12:00	116	120	100	142	478
	13:00	134	127	131	128	520
	14:00	172	193	200	165	730
	15:00	150	171	199	217	737
	16:00	237	270	213	247	967
	17:00	274	252	238	236	1000
	18:00	257	205	200	145	807
	19:00	151	146	111	79	487
	20:00	84	70	50	69	273
	21:00	90	43	57	54	244
	22:00	87	92	39	42	260
	23:00	62	59	67	55	243
Day Total :						10419

AM Total :	3673 (35.3%)	Peak AM Hour : 07:30 =	731 (7.0%)	Peak AM Factor : 0.862	Average Period : 108.5
PM Total :	6746 (64.7%)	Peak PM Hour : 16:45 =	1011 (9.7%)	Peak PM Factor : 0.922	Average Hour : 434.1

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	72	80	33	17	202
Tue	01:00	10	22	14	12	58
	02:00	6	2	4	8	20
	03:00	6	4	0	2	12
	04:00	4	5	15	28	52
	05:00	32	25	40	23	120
	06:00	74	68	84	94	320
	07:00	100	115	136	180	531
	08:00	176	179	152	135	642
	09:00	141	115	101	97	454
	10:00	86	126	99	105	416
	11:00	114	107	97	108	426
	12:00	112	133	127	100	472
	13:00	122	119	140	134	515
	14:00	167	152	170	193	682
	15:00	204	199	154	195	752
	16:00	224	258	213	209	904
	17:00	251	295	262	208	1016
	18:00	244	216	188	173	821
	19:00	149	139	81	65	434
	20:00	88	49	100	47	284
	21:00	84	73	44	71	272
	22:00	101	54	41	36	232
	23:00	58	76	53	23	210
Day Total :						9847

AM Total :	3253 (33.0%)	Peak AM Hour : 07:45 =	687 (7.0%)	Peak AM Factor : 0.954	Average Period : 102.6
PM Total :	6594 (67.0%)	Peak PM Hour : 16:45 =	1017 (10.3%)	Peak PM Factor : 0.862	Average Hour : 410.3

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	37	16	18	12	83
Wed	01:00	8	9	5	8	30
	02:00	3	5	2	5	15
	03:00	5	5	1	4	15
	04:00	3	7	11	10	31
	05:00	20	18	22	33	93
	06:00	51	57	71	81	260
	07:00	109	125	127	170	531
	08:00	186	203	157	134	680
	09:00	148	127	103	103	481
	10:00	106	122	74	106	408
	11:00	127	96	91	120	434
	12:00	135	102	108	125	470
	13:00	115	110	108	156	489
	14:00	189	156	180	183	708
	15:00	213	191	195	206	805
	16:00	227	200	198	227	852
	17:00	242	253	242	235	972
	18:00	193	178	181	177	729
	19:00	148	113	79	88	428
	20:00	94	100	62	82	338
	21:00	64	55	84	74	277
	22:00	64	29	76	62	231
	23:00	83	38	51	21	193
Day Total :						9553

AM Total :	3061 (32.0%)	Peak AM Hour : 07:45 =	716 (7.5%)	Peak AM Factor : 0.882	Average Period : 99.5
PM Total :	6492 (68.0%)	Peak PM Hour : 17:00 =	972 (10.2%)	Peak PM Factor : 0.960	Average Hour : 398.0

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	56	29	18	10	113
Thu	01:00	20	9	8	3	40
	02:00	5	4	1	1	11
	03:00	2	2	1	1	6
	04:00	5	2	11	11	29
	05:00	29	16	17	23	85
	06:00	48	50	72	106	276
	07:00	92	109	168	165	534
	08:00	180	179	166	127	652
	09:00	125	128	112	95	460
	10:00	87	96	112	115	410
	11:00	92	110	116	94	412
	12:00	113	131	129	133	506
	13:00	102	116	125	143	486
	14:00	144	174	168	160	646
	15:00	195	196	185	204	780
	16:00	231	231	203	258	923
	17:00	203	247	234	196	880
	18:00	209	196	155	141	701
	19:00	158	107	114	71	450
	20:00	71	69	57	65	262
	21:00	70	52	68	83	273
	22:00	44	62	53	64	223
	23:00	57	36	43	43	179
Day Total :						9337

AM Total :	3028 (32.4%)	Peak AM Hour : 07:30 =	692 (7.4%)	Peak AM Factor : 0.961	Average Period : 97.3
PM Total :	6309 (67.6%)	Peak PM Hour : 16:45 =	942 (10.1%)	Peak PM Factor : 0.913	Average Hour : 389.0

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	39	19	32	19	109
Fri	01:00	7	7	4	4	22
	02:00	5	5	2	4	16
	03:00	1	2	2	3	8
	04:00	8	4	7	13	32
	05:00	13	24	15	29	81
	06:00	42	47	60	74	223
	07:00	84	113	126	155	478
	08:00	165	158	138	145	606
	09:00	120	136	93	102	451
	10:00	91	91	107	109	398
	11:00	89	98	102	112	401
	12:00	121	114	114	132	481
	13:00	141	123	131	164	559
	14:00	169	165	189	161	684
	15:00	178	185	208	183	754
	16:00	157	201	205	214	777
	17:00	229	235	230	169	863
	18:00	178	175	151	151	655
	19:00	125	129	92	69	415
	20:00	91	63	49	42	245
	21:00	57	67	95	53	272
	22:00	52	65	72	53	242
	23:00	70	70	52	56	248
Day Total :						9020

AM Total :	2825 (31.3%)	Peak AM Hour : 07:45 =	616 (6.8%)	Peak AM Factor : 0.933	Average Period : 94.0
PM Total :	6195 (68.7%)	Peak PM Hour : 16:45 =	908 (10.1%)	Peak PM Factor : 0.966	Average Hour : 375.8

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	50	42	11	14	117
Sat	01:00	9	8	9	9	35
	02:00	4	3	2	2	11
	03:00	1	1	3	2	7
	04:00	10	7	9	12	38
	05:00	11	11	18	15	55
	06:00	29	46	41	50	166
	07:00	49	43	40	55	187
	08:00	59	66	42	50	217
	09:00	76	55	44	64	239
	10:00	96	80	101	100	377
	11:00	95	96	112	74	377
	12:00	90	97	105	122	414
	13:00	100	124	120	78	422
	14:00	113	125	98	102	438
	15:00	133	97	90	108	428
	16:00	83	85	85	76	329
	17:00	69	81	55	78	283
	18:00	99	66	61	68	294
	19:00	46	69	57	56	228
	20:00	58	39	24	30	151
	21:00	25	45	34	34	138
	22:00	67	55	26	25	173
	23:00	33	50	67	40	190
Day Total :						5314

AM Total :	1826 (34.4%)	Peak AM Hour : 10:45 =	403 (7.6%)	Peak AM Factor : 0.900	Average Period : 55.4
PM Total :	3488 (65.6%)	Peak PM Hour : 12:45 =	466 (8.8%)	Peak PM Factor : 0.876	Average Hour : 221.4

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	39	24	18	9	90
Sun	01:00	9	8	6	7	30
	02:00	5	4	2	3	14
	03:00	4	1	1	4	10
	04:00	3	6	2	4	15
	05:00	6	1	6	9	22
	06:00	21	31	15	24	91
	07:00	25	20	21	31	97
	08:00	40	31	22	33	126
	09:00	44	29	51	57	181
	10:00	54	54	93	84	285
	11:00	77	99	84	77	337
	12:00	76	81	79	82	318
	13:00	101	118	135	143	497
	14:00	136	133	132	93	494
	15:00	76	92	126	95	389
	16:00	80	101	117	100	398
	17:00	112	92	66	65	335
	18:00	82	72	73	58	285
	19:00	58	49	63	40	210
	20:00	57	47	69	47	220
	21:00	62	46	45	48	201
	22:00	42	28	40	54	164
	23:00	62	52	66	52	232
Day Total :						5041

AM Total :	1298 (25.7%)	Peak AM Hour : 10:30 =	353 (7.0%)	Peak AM Factor : 0.891	Average Period : 52.5
PM Total :	3743 (74.3%)	Peak PM Hour : 13:30 =	547 (10.9%)	Peak PM Factor : 0.956	Average Hour : 210.0

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	37	22	20	21	100
Mon	01:00	18	12	7	8	45
	02:00	5	3	2	1	11
	03:00	3	4	2	2	11
	04:00	4	8	6	16	34
	05:00	24	33	31	26	114
	06:00	53	50	76	85	264
	07:00	100	93	135	174	502
	08:00	171	144	147	135	597
	09:00	133	102	107	123	465
	10:00	85	94	130	109	418
	11:00	121	127	90	108	446
	12:00	128	129	143	139	539
	13:00	82	102	104	139	427
	14:00	186	155	131	180	652
	15:00	150	175	211	202	738
	16:00	207	246	255	249	957
	17:00	209	249	226	215	899
	18:00	236	208	204	160	808
	19:00	124	111	81	61	377
	20:00	77	85	56	64	282
	21:00	57	42	61	95	255
	22:00	51	35	54	29	169
	23:00	88	41	52	31	212
Day Total :						9322

AM Total :	3007 (32.3%)	Peak AM Hour : 07:45 =	636 (6.8%)	Peak AM Factor : 0.914	Average Period : 97.1
PM Total :	6315 (67.7%)	Peak PM Hour : 16:30 =	962 (10.3%)	Peak PM Factor : 0.943	Average Hour : 388.4

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	37	18	26	12	93
Tue	01:00	5	6	0	1	12
	02:00	3	1	3	3	10
	03:00	0	2	5	4	11
	04:00	3	5	9	11	28
	05:00	14	23	15	28	80
	06:00	46	58	66	87	257
	07:00	111	109	147	193	560
	08:00	225	205	154	129	713
	09:00	164	103	111	88	466
	10:00	88	94	104	121	407
	11:00	107	110	91	81	389
	12:00	101	106	108	112	427
	13:00	89	99	106	110	404
	14:00	134	138	171	162	605
	15:00	176	179	170	212	737
Day Total :						5199

AM Total :	3026 (58.2%)	Peak AM Hour : 07:45 =	777 (14.9%)	Peak AM Factor : 0.863	Average Period : 81.2
PM Total :	2173 (41.8%)	Peak PM Hour : 15:00 =	737 (14.2%)	Peak PM Factor : 0.869	Average Hour : 324.9

Basic Volume Summary: SB RTE 120

Grand Total For Data From: 11:00 - 11/24/2008 To: 16:14 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	120872	(100.0%)	15.21	7948	82.8	331.2	38315 (31.7%)	82557 (68.3%)
ALL	120872		15.21	7948	82.8	331.2	38315 (31.7%)	82557 (68.3%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:45 =	777	12/09/2008	0.863	16:45 =	1017	12/02/2008	0.862

Basic Volume Report: WBAIR RD

Station ID : WBAIR RD
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 :
GPS Lat/Lon :
DB File : WBAIR RD.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 98953

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 10:45 - 11/24/2008 To: 16:14 - 12/09/2008

Date	Time	:00	:15	:30	:45	Total
11/24/08	10:00				54	54
Mon	11:00	62	95	65	57	279
	12:00	55	48	64	84	251
	13:00	80	59	68	90	297
	14:00	153	103	114	90	460
	15:00	135	78	117	113	443
	16:00	107	107	154	138	506
	17:00	117	116	112	93	438
	18:00	114	129	135	67	445
	19:00	70	64	61	35	230
	20:00	46	24	32	46	148
	21:00	48	70	73	40	231
	22:00	26	45	45	32	148
	23:00	26	56	59	62	203
Day Total :						4133

AM Total :	333 (8.1%)	Peak AM Hour : 11:00 =	279 (6.8%)	Peak AM Factor : 0.734	Average Period : 78.0
PM Total :	3800 (91.9%)	Peak PM Hour : 16:30 =	525 (12.7%)	Peak PM Factor : 0.852	Average Hour : 311.9

Date	Time	:00	:15	:30	:45	Total
11/25/08	00:00	38	13	17	4	72
Tue	01:00	8	5	1	1	15
	02:00	0	2	0	0	2
	03:00	0	1	0	1	2
	04:00	10	7	13	15	45
	05:00	19	22	18	24	83
	06:00	41	34	63	46	184
	07:00	35	47	58	50	190
	08:00	69	70	35	49	223
	09:00	37	45	52	33	167
	10:00	51	70	58	69	248
	11:00	120	74	61	66	321
	12:00	58	78	91	72	299
	13:00	68	66	98	111	343
	14:00	150	106	117	78	451
	15:00	121	115	136	150	522
	16:00	116	83	140	153	492
	17:00	115	98	133	125	471
	18:00	120	134	135	89	478
	19:00	83	75	58	33	249
	20:00	58	29	54	64	205
	21:00	34	26	55	73	188
	22:00	101	71	57	64	293
	23:00	96	59	37	46	238
Day Total :						5781

AM Total :	1552 (26.8%)	Peak AM Hour : 10:45 =	324 (5.6%)	Peak AM Factor : 0.675	Average Period : 60.2
PM Total :	4229 (73.2%)	Peak PM Hour : 15:00 =	522 (9.0%)	Peak PM Factor : 0.853	Average Hour : 240.9

Date	Time	:00	:15	:30	:45	Total
11/26/08	00:00	45	17	21	4	87
Wed	01:00	6	4	1	0	11
	02:00	7	4	2	6	19
	03:00	3	5	3	2	13
	04:00	7	7	17	14	45
	05:00	23	20	23	31	97
	06:00	40	41	40	46	167
	07:00	47	41	45	38	171
	08:00	58	46	55	50	209
	09:00	40	49	52	62	203
	10:00	53	75	59	50	237
	11:00	80	87	52	50	269
	12:00	95	110	78	102	385
	13:00	96	98	95	139	428
	14:00	116	168	173	123	580
	15:00	162	120	131	116	529
	16:00	141	104	125	128	498
	17:00	121	98	110	86	415
	18:00	112	123	70	58	363
	19:00	52	83	37	28	200
	20:00	42	55	58	32	187
	21:00	23	20	75	74	192
	22:00	50	23	38	64	175
	23:00	45	42	126	50	263
Day Total :						5743

AM Total :	1528 (26.6%)	Peak AM Hour :	10:30 =	276 (4.8%)	Peak AM Factor :	0.793	Average Period : 59.8
PM Total :	4215 (73.4%)	Peak PM Hour :	14:15 =	626 (10.9%)	Peak PM Factor :	0.905	Average Hour : 239.3

Date	Time	:00	:15	:30	:45	Total
11/27/08	00:00	42	25	29	16	112
Thu	01:00	7	3	2	2	14
	02:00	1	1	1	1	4
	03:00	1	1	5	1	8
	04:00	7	3	13	23	46
	05:00	31	18	20	26	95
	06:00	47	45	50	40	182
	07:00	34	37	28	32	131
	08:00	36	24	19	23	102
	09:00	31	22	36	37	126
	10:00	41	51	46	33	171
	11:00	50	75	72	79	276
	12:00	68	51	63	76	258
	13:00	65	57	60	85	267
	14:00	91	55	77	78	301
	15:00	67	53	69	42	231
	16:00	35	39	36	24	134
	17:00	30	41	38	37	146
	18:00	28	39	52	31	150
	19:00	49	36	38	43	166
	20:00	41	27	28	23	119
	21:00	31	27	18	15	91
	22:00	17	11	20	18	66
	23:00	20	15	19	23	77
Day Total :						3273

AM Total :	1267 (38.7%)	Peak AM Hour : 11:00 =	276 (8.4%)	Peak AM Factor : 0.873	Average Period : 34.1
PM Total :	2006 (61.3%)	Peak PM Hour : 13:45 =	308 (9.4%)	Peak PM Factor : 0.846	Average Hour : 136.4

Date	Time	:00	:15	:30	:45	Total
11/28/08	00:00	19	6	6	2	33
Fri	01:00	3	3	2	1	9
	02:00	2	1	2	1	6
	03:00	2	0	0	4	6
	04:00	6	5	5	6	22
	05:00	8	8	12	25	53
	06:00	20	30	36	33	119
	07:00	34	17	38	45	134
	08:00	46	41	44	41	172
	09:00	31	26	23	35	115
	10:00	39	44	75	54	212
	11:00	79	75	61	61	276
	12:00	67	59	67	71	264
	13:00	78	65	60	97	300
	14:00	99	76	94	71	340
	15:00	72	49	87	65	273
	16:00	59	73	99	62	293
	17:00	54	51	47	31	183
	18:00	66	58	70	43	237
	19:00	35	24	33	22	114
	20:00	45	28	25	7	105
	21:00	25	50	41	19	135
	22:00	35	36	35	43	149
	23:00	43	15	31	36	125
Day Total :						3675

AM Total :	1157 (31.5%)	Peak AM Hour : 10:30 =	283 (7.7%)	Peak AM Factor : 0.896	Average Period : 38.3
PM Total :	2518 (68.5%)	Peak PM Hour : 13:45 =	366 (10.0%)	Peak PM Factor : 0.924	Average Hour : 153.1

Date	Time	:00	:15	:30	:45	Total
11/29/08	00:00	19	15	11	4	49
Sat	01:00	2	8	4	0	14
	02:00	2	1	1	1	5
	03:00	1	1	2	4	8
	04:00	5	1	4	8	18
	05:00	26	16	21	21	84
	06:00	29	52	47	41	169
	07:00	41	33	36	45	155
	08:00	40	38	22	25	125
	09:00	30	23	45	33	131
	10:00	43	57	58	54	212
	11:00	76	88	56	56	276
	12:00	47	57	46	68	218
	13:00	58	61	65	81	265
	14:00	98	83	76	86	343
	15:00	116	72	50	79	317
	16:00	66	53	57	79	255
	17:00	45	47	54	60	206
	18:00	48	63	48	39	198
	19:00	47	36	41	37	161
	20:00	20	17	14	6	57
	21:00	24	29	38	30	121
	22:00	39	46	36	27	148
	23:00	37	42	32	35	146
Day Total :						3681

AM Total :	1246 (33.8%)	Peak AM Hour : 10:30 =	276 (7.5%)	Peak AM Factor : 0.784	Average Period : 38.3
PM Total :	2435 (66.2%)	Peak PM Hour : 14:15 =	361 (9.8%)	Peak PM Factor : 0.778	Average Hour : 153.4

Date	Time	:00	:15	:30	:45	Total
11/30/08	00:00	40	16	11	4	71
Sun	01:00	11	3	6	20	40
	02:00	5	1	3	1	10
	03:00	3	2	1	3	9
	04:00	6	1	3	13	23
	05:00	8	11	6	26	51
	06:00	40	29	58	52	179
	07:00	45	38	29	49	161
	08:00	37	25	23	12	97
	09:00	16	10	18	30	74
	10:00	29	39	55	68	191
	11:00	86	71	67	33	257
	12:00	80	34	49	71	234
	13:00	82	49	45	62	238
	14:00	100	78	77	69	324
	15:00	71	72	109	69	321
	16:00	87	81	86	66	320
	17:00	88	99	95	69	351
	18:00	63	102	59	39	263
	19:00	55	26	29	43	153
	20:00	50	30	41	16	137
	21:00	47	77	34	48	206
	22:00	67	65	30	61	223
	23:00	61	58	59	29	207
Day Total :						4140

AM Total :	1163 (28.1%)	Peak AM Hour : 10:45 =	292 (7.1%)	Peak AM Factor : 0.849	Average Period : 43.1
PM Total :	2977 (71.9%)	Peak PM Hour : 17:00 =	351 (8.5%)	Peak PM Factor : 0.805	Average Hour : 172.5

Date	Time	:00	:15	:30	:45	Total
12/01/08	00:00	52	39	62	37	190
Mon	01:00	42	44	45	17	148
	02:00	14	3	7	2	26
	03:00	8	7	7	3	25
	04:00	7	7	11	26	51
	05:00	40	38	34	33	145
	06:00	40	66	72	84	262
	07:00	71	59	76	76	282
	08:00	99	73	53	60	285
	09:00	56	72	47	44	219
	10:00	69	58	92	101	320
	11:00	103	75	90	78	346
	12:00	65	58	76	83	282
	13:00	94	76	95	101	366
	14:00	138	125	109	103	475
	15:00	112	112	130	156	510
	16:00	164	143	108	165	580
	17:00	154	138	95	153	540
	18:00	119	121	77	78	395
	19:00	106	85	67	39	297
	20:00	58	29	38	65	190
	21:00	52	24	45	46	167
	22:00	73	49	27	37	186
	23:00	51	68	49	60	228
Day Total :						6515

AM Total :	2299 (35.3%)	Peak AM Hour :	10:30 =	371 (5.7%)	Peak AM Factor :	0.900	Average Period : 67.9
PM Total :	4216 (64.7%)	Peak PM Hour :	15:30 =	593 (9.1%)	Peak PM Factor :	0.898	Average Hour : 271.5

Date	Time	:00	:15	:30	:45	Total
12/02/08	00:00	85	48	23	11	167
Tue	01:00	19	17	9	6	51
	02:00	4	2	10	8	24
	03:00	4	2	2	1	9
	04:00	3	6	21	20	50
	05:00	24	35	20	30	109
	06:00	55	48	62	47	212
	07:00	48	49	62	68	227
	08:00	84	51	34	44	213
	09:00	46	45	51	43	185
	10:00	63	75	60	61	259
	11:00	84	61	68	61	274
	12:00	102	77	61	49	289
	13:00	86	87	104	109	386
	14:00	125	105	98	114	442
	15:00	151	97	106	129	483
	16:00	125	141	146	125	537
	17:00	169	126	124	124	543
	18:00	108	106	98	72	384
	19:00	77	54	31	43	205
	20:00	31	35	59	62	187
	21:00	43	51	43	62	199
	22:00	64	41	26	36	167
	23:00	64	68	38	18	188
Day Total :						5790

AM Total :	1780 (30.7%)	Peak AM Hour : 10:15 =	280 (4.8%)	Peak AM Factor : 0.824	Average Period : 60.3
PM Total :	4010 (69.3%)	Peak PM Hour : 16:15 =	581 (10.0%)	Peak PM Factor : 0.859	Average Hour : 241.3

Date	Time	:00	:15	:30	:45	Total
12/03/08	00:00	21	10	18	4	53
Wed	01:00	6	8	7	4	25
	02:00	5	1	4	5	15
	03:00	4	4	2	3	13
	04:00	7	9	7	12	35
	05:00	16	21	20	24	81
	06:00	35	58	52	52	197
	07:00	52	41	54	67	214
	08:00	78	54	39	40	211
	09:00	59	52	41	50	202
	10:00	58	49	66	67	240
	11:00	65	38	81	90	274
	12:00	77	59	74	76	286
	13:00	68	73	63	121	325
	14:00	117	123	118	110	468
	15:00	139	95	131	123	488
	16:00	120	92	139	135	486
	17:00	126	115	94	95	430
	18:00	100	70	112	73	355
	19:00	71	36	50	40	197
	20:00	71	58	42	43	214
	21:00	44	58	72	36	210
	22:00	37	30	66	61	194
	23:00	47	32	36	42	157
Day Total :						5370

AM Total :	1560 (29.1%)	Peak AM Hour : 11:00 =	274 (5.1%)	Peak AM Factor : 0.761	Average Period : 55.9
PM Total :	3810 (70.9%)	Peak PM Hour : 16:30 =	515 (9.6%)	Peak PM Factor : 0.926	Average Hour : 223.8

Date	Time	:00	:15	:30	:45	Total
12/04/08	00:00	28	15	17	20	80
Thu	01:00	9	9	5	6	29
	02:00	1	2	0	3	6
	03:00	1	1	0	2	4
	04:00	5	8	3	17	33
	05:00	19	19	8	22	68
	06:00	38	42	40	65	185
	07:00	44	48	59	52	203
	08:00	67	55	38	37	197
	09:00	59	50	47	40	196
	10:00	58	64	60	47	229
	11:00	74	65	76	44	259
	12:00	85	67	71	55	278
	13:00	62	85	112	86	345
	14:00	105	94	94	109	402
	15:00	97	89	115	138	439
	16:00	120	112	148	111	491
	17:00	124	122	109	102	457
	18:00	122	97	68	76	363
	19:00	77	49	58	29	213
	20:00	61	38	24	52	175
	21:00	61	39	66	53	219
	22:00	44	61	30	61	196
	23:00	40	30	42	32	144
Day Total :						5211

AM Total :	1489 (28.6%)	Peak AM Hour : 10:45 =	262 (5.0%)	Peak AM Factor : 0.862	Average Period : 54.3
PM Total :	3722 (71.4%)	Peak PM Hour : 15:45 =	518 (9.9%)	Peak PM Factor : 0.875	Average Hour : 217.1

Date	Time	:00	:15	:30	:45	Total
12/05/08	00:00	25	17	34	14	90
Fri	01:00	4	4	3	3	14
	02:00	5	2	3	1	11
	03:00	3	0	0	1	4
	04:00	8	7	6	11	32
	05:00	16	13	14	20	63
	06:00	23	46	37	51	157
	07:00	45	45	40	45	175
	08:00	73	57	43	54	227
	09:00	43	41	31	40	155
	10:00	50	62	49	46	207
	11:00	65	64	54	68	251
	12:00	73	60	103	85	321
	13:00	97	81	98	127	403
	14:00	115	119	89	82	405
	15:00	110	128	108	98	444
	16:00	83	118	119	100	420
	17:00	127	128	99	77	431
	18:00	98	77	92	70	337
	19:00	86	72	38	63	259
	20:00	55	42	36	17	150
	21:00	58	56	71	24	209
	22:00	47	58	47	32	184
	23:00	48	49	40	37	174
Day Total :						5123

AM Total :	1386 (27.1%)	Peak AM Hour : 11:00 =	251 (4.9%)	Peak AM Factor : 0.860	Average Period : 53.4
PM Total :	3737 (72.9%)	Peak PM Hour : 16:30 =	474 (9.3%)	Peak PM Factor : 0.926	Average Hour : 213.5

Date	Time	:00	:15	:30	:45	Total
12/06/08	00:00	33	19	12	3	67
Sat	01:00	9	8	4	0	21
	02:00	2	3	2	2	9
	03:00	0	1	1	6	8
	04:00	6	6	4	5	21
	05:00	16	17	15	14	62
	06:00	35	39	37	32	143
	07:00	40	28	30	48	146
	08:00	50	29	26	29	134
	09:00	34	20	20	41	115
	10:00	52	61	43	58	214
	11:00	63	56	34	41	194
	12:00	55	63	77	55	250
	13:00	61	76	59	59	255
	14:00	85	58	64	74	281
	15:00	81	57	76	61	275
	16:00	50	54	48	45	197
	17:00	49	29	35	60	173
	18:00	48	35	25	26	134
	19:00	32	42	38	43	155
	20:00	35	21	17	19	92
	21:00	21	28	14	34	97
	22:00	55	22	16	13	106
	23:00	23	41	32	20	116
Day Total :						3265

AM Total :	1134 (34.7%)	Peak AM Hour : 10:15 =	225 (6.9%)	Peak AM Factor : 0.893	Average Period : 34.0
PM Total :	2131 (65.3%)	Peak PM Hour : 14:45 =	288 (8.8%)	Peak PM Factor : 0.847	Average Hour : 136.0

Date	Time	:00	:15	:30	:45	Total
12/07/08	00:00	26	13	9	3	51
Sun	01:00	8	2	4	2	16
	02:00	0	6	1	3	10
	03:00	3	2	2	1	8
	04:00	5	1	1	3	10
	05:00	4	1	7	16	28
	06:00	29	17	15	19	80
	07:00	19	16	18	27	80
	08:00	34	20	18	13	85
	09:00	22	23	26	27	98
	10:00	34	38	75	37	184
	11:00	63	54	57	43	217
	12:00	33	49	34	55	171
	13:00	70	75	94	87	326
	14:00	118	96	80	42	336
	15:00	59	68	91	48	266
	16:00	62	70	87	77	296
	17:00	83	42	42	50	217
	18:00	70	55	45	39	209
	19:00	40	52	17	31	140
	20:00	27	50	47	39	163
	21:00	46	34	52	19	151
	22:00	32	32	27	51	142
	23:00	67	51	70	35	223
Day Total :						3507

AM Total :	867 (24.7%)	Peak AM Hour : 10:30 =	229 (6.5%)	Peak AM Factor : 0.763	Average Period : 36.5
PM Total :	2640 (75.3%)	Peak PM Hour : 13:30 =	395 (11.3%)	Peak PM Factor : 0.837	Average Hour : 146.1

Date	Time	:00	:15	:30	:45	Total
12/08/08	00:00	28	15	26	14	83
Mon	01:00	18	11	5	5	39
	02:00	4	4	1	2	11
	03:00	0	3	0	1	4
	04:00	9	1	6	16	32
	05:00	29	22	19	25	95
	06:00	44	49	54	49	196
	07:00	42	37	50	62	191
	08:00	53	64	36	52	205
	09:00	31	50	41	54	176
	10:00	36	59	76	68	239
	11:00	80	50	66	77	273
	12:00	70	73	84	55	282
	13:00	60	49	76	112	297
	14:00	118	70	104	90	382
	15:00	108	108	136	115	467
	16:00	102	134	161	112	509
	17:00	107	127	114	99	447
	18:00	114	103	70	64	351
	19:00	61	43	47	42	193
	20:00	68	48	29	52	197
	21:00	39	23	65	65	192
	22:00	23	42	33	48	146
	23:00	68	41	45	19	173
Day Total :						5180

AM Total :	1544 (29.8%)	Peak AM Hour : 10:15 =	283 (5.5%)	Peak AM Factor : 0.884	Average Period : 54.0
PM Total :	3636 (70.2%)	Peak PM Hour : 16:15 =	514 (9.9%)	Peak PM Factor : 0.798	Average Hour : 215.8

Date	Time	:00	:15	:30	:45	Total
12/09/08	00:00	25	18	19	2	64
Tue	01:00	3	4	1	2	10
	02:00	1	2	2	0	5
	03:00	0	3	1	3	7
	04:00	2	7	6	10	25
	05:00	16	22	9	22	69
	06:00	29	49	44	47	169
	07:00	53	40	47	64	204
	08:00	54	54	36	35	179
	09:00	50	42	35	37	164
	10:00	59	61	59	64	243
	11:00	68	39	44	36	187
	12:00	67	51	48	44	210
	13:00	56	44	57	65	222
	14:00	78	95	92	90	355
	15:00	122	79	111	150	462
Day Total :						2575

AM Total :	1326 (51.5%)	Peak AM Hour : 10:15 =	252 (9.8%)	Peak AM Factor : 0.926	Average Period : 40.2
PM Total :	1249 (48.5%)	Peak PM Hour : 15:00 =	462 (17.9%)	Peak PM Factor : 0.770	Average Hour : 160.9

Basic Volume Summary: WBAIR RD

Grand Total For Data From: 10:45 - 11/24/2008 To: 16:14 - 12/09/2008

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	72962	(100.0%)	15.22	4794	49.9	199.8	21631 (29.6%)	51331 (70.4%)
ALL	72962		15.22	4794	49.9	199.8	21631 (29.6%)	51331 (70.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	10:30 =	371	12/01/2008	0.900	14:15 =	626	11/26/2008	0.905

Basic Volume Report: AIRPORT DRIVE

Station ID : AIRPORT DRIVE
Info Line 1 : J. RAP & ASSOCIATES INC.
Info Line 2 : Mach #5
GPS Lat/Lon :
DB File : AIRPORT DRIVE.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 97853

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 10:00 - 09/08/2009 To: 18:14 - 09/15/2009

Date	Time	:00	:15	:30	:45	Total
09/08/09	10:00	59	62	59	74	254
Tue	11:00	61	55	65	71	252
	12:00	71	75	71	79	296
	13:00	101	123	122	120	466
	14:00	159	143	103	92	497
	15:00	146	125	100	84	455
	16:00	77	132	134	94	437
	17:00	74	86	87	79	326
	18:00	67	51	36	49	203
	19:00	53	65	59	80	257
	20:00	74	88	69	26	257
	21:00	42	68	50	32	192
	22:00	41	63	70	38	212
	23:00	68	110	79	27	284
Daily Total:						4388

AM Total:	506	(11.5%)	Peak AM Hour: 10:15 = 256 (5.8%)	Peak AM Factor: 0.865	Average Period: 78.4
PM Total:	3882	(88.5%)	Peak PM Hour: 13:30 = 544 (12.4%)	Peak PM Factor: 0.855	Average Hour: 313.4

Date	Time	:00	:15	:30	:45	Total
09/09/09	00:00	10	12	6	2	30
Wed	01:00	2	0	1	2	5
	02:00	1	2	2	2	7
	03:00	5	1	4	8	18
	04:00	15	13	21	37	86
	05:00	73	58	56	66	253
	06:00	89	132	129	108	458
	07:00	68	72	86	77	303
	08:00	65	52	67	56	240
	09:00	64	62	76	68	270
	10:00	91	108	128	125	452
	11:00	116	128	130	104	478
	12:00	96	89	59	86	330
	13:00	79	100	98	105	382
	14:00	112	108	86	82	388
	15:00	90	53	62	84	289
	16:00	62	83	120	89	354
	17:00	122	76	53	59	310
	18:00	71	34	31	35	171
	19:00	43	26	53	36	158
	20:00	51	47	36	36	170
	21:00	59	48	20	36	163
	22:00	47	62	41	28	178
	23:00	35	58	51	49	193
Daily Total:						5686

AM Total:	2600	(45.7%)	Peak AM Hour: 10:45 = 499 (8.8%)	Peak AM Factor: 0.960	Average Period: 59.2
PM Total:	3086	(54.3%)	Peak PM Hour: 13:30 = 423 (7.4%)	Peak PM Factor: 0.944	Average Hour: 236.9

Date	Time	:00	:15	:30	:45	Total
9/10/09	00:00	15	17	5	2	39
Thu	01:00	0	2	0	2	4
	02:00	2	0	3	3	8
	03:00	0	0	5	9	14
	04:00	7	17	21	63	108
	05:00	56	52	43	61	212
	06:00	98	109	105	99	411
	07:00	70	55	55	64	244
	08:00	55	48	41	53	197
	09:00	44	33	50	92	219
	10:00	68	100	83	116	367
	11:00	166	104	92	80	442
	12:00	73	61	83	101	318
	13:00	88	101	132	136	457
	14:00	145	86	96	116	443
	15:00	92	68	92	103	355
	16:00	84	97	122	108	411
	17:00	90	82	57	92	321
	18:00	83	55	44	45	227
	19:00	24	59	59	45	187
	20:00	49	40	24	16	129
	21:00	24	23	28	31	106
	22:00	34	67	59	35	195
	23:00	32	57	60	33	182
Daily Total:						5596

AM Total:	2265	(40.5%)	Peak AM Hour: 10:45 = 478 (8.5%)	Peak AM Factor: 0.720	Average Period: 58.3
PM Total:	3331	(59.5%)	Peak PM Hour: 13:15 = 514 (9.2%)	Peak PM Factor: 0.886	AverageHour: 233.2

Date	Time	:00	:15	:30	:45	Total
9/11/09	00:00	23	14	20	25	82
Fri	01:00	3	2	2	0	7
	02:00	1	3	4	2	10
	03:00	3	2	1	8	14
	04:00	12	11	14	37	74
	05:00	42	41	39	63	185
	06:00	66	70	72	55	263
	07:00	56	41	41	35	173
	08:00	47	45	35	32	159
	09:00	33	23	44	51	151
	10:00	52	68	71	74	265
	11:00	93	50	59	35	237
	12:00	61	51	92	83	287
	13:00	68	92	106	117	383
	14:00	82	74	92	72	320
	15:00	64	89	79	86	318
	16:00	55	69	75	74	273
	17:00	56	61	71	62	250
	18:00	50	38	24	56	168
	19:00	37	26	41	58	162
	20:00	72	53	42	32	199
	21:00	31	33	39	32	135
	22:00	16	40	40	23	119
	23:00	26	14	47	29	116
Daily Total:						4350

AM Total:	1620	(37.2%)	Peak AM Hour: 10:15 = 306 (7.0%)	Peak AM Factor: 0.823	Average Period: 45.3
PM Total:	2730	(62.8%)	Peak PM Hour: 13:15 = 397 (9.1%)	Peak PM Factor: 0.848	AverageHour: 181.3

Date	Time	:00	:15	:30	:45	Total
9/12/09	00:00	18	5	8	5	36
Sun	01:00	11	3	0	5	19
Sat	02:00	4	0	0	2	6
	03:00	2	1	2	6	11
	04:00	11	14	8	34	67
	05:00	30	28	26	37	121
	06:00	50	72	81	56	259
	07:00	47	29	36	41	153
	08:00	41	31	23	24	119
	09:00	22	23	39	44	128
	10:00	48	52	83	65	248
	11:00	74	50	44	40	208
	12:00	50	54	75	53	232
	13:00	47	39	82	67	235
	14:00	72	71	59	53	255
	15:00	75	67	74	46	262
	16:00	33	51	59	41	184
	17:00	23	23	28	34	108
	18:00	34	21	32	36	123
	19:00	23	15	23	17	78
	20:00	20	10	8	26	64
	21:00	24	65	30	26	145
	22:00	25	38	35	11	109
	23:00	19	16	34	12	81
Daily Total:						3251

AM Total:	1375	42.3%	Peak AM Hour: 10:15 = 274 (8.4%)	Peak AM Factor: 0.825	Average Period: 33.9
PM Total:	1876	57.7%	Peak PM Hour: 13:30 = 292 (9.0%)	Peak PM Factor: 0.890	AverageHour: 135.5

Date	Time	:00	:15	:30	:45	Total
9/13/09	00:00	9	2	12	0	23
Sun	01:00	2	2	0	1	5
	02:00	4	0	0	2	6
	03:00	1	0	3	2	6
	04:00	13	9	11	21	54
	05:00	21	29	27	46	123
	06:00	57	48	75	44	224
	07:00	32	44	33	55	164
	08:00	39	28	13	26	106
	09:00	20	26	28	51	125
	10:00	52	75	58	92	277
	11:00	91	81	56	59	287
	12:00	64	54	84	65	267
	13:00	54	64	95	94	307
	14:00	92	93	107	92	384
	15:00	76	71	87	79	313
	16:00	52	58	97	89	296
	17:00	65	62	51	39	217
	18:00	43	64	36	35	178
	19:00	29	21	53	46	149
	20:00	58	52	35	18	163
	21:00	26	30	52	33	141
	22:00	26	51	32	26	135
	23:00	41	23	41	29	134
Daily Total:						4084

AM Total:	1400	34.3%	Peak AM Hour: 10:30 = 322 (7.9%)	Peak AM Factor: 0.875	Average Period: 42.6
PM Total:	2684	65.7%	Peak PM Hour: 13:45 = 386 (9.5%)	Peak PM Factor: 0.902	AverageHour: 170.2

Date	Time	:00	:15	:30	:45	Total
9/14/09	00:00	20	20	8	2	50
Mon	01:00	12	8	5	3	28
	02:00	5	2	5	4	16
	03:00	2	2	5	5	14
	04:00	13	12	23	43	91
	05:00	59	56	55	62	232
	06:00	93	121	113	95	422
	07:00	83	47	61	56	247
	08:00	54	41	40	36	171
	09:00	29	47	38	62	176
	10:00	64	86	86	90	326
	11:00	77	68	88	58	291
	12:00	71	41	71	86	269
	13:00	79	87	106	115	387
	14:00	82	71	98	59	310
	15:00	63	68	71	69	271
	16:00	57	60	53	72	242
	17:00	62	49	42	38	191
	18:00	39	50	31	47	167
	19:00	24	25	26	20	95
	20:00	47	28	29	21	125
	21:00	15	34	32	23	104
	22:00	34	42	38	18	132
	23:00	20	35	38	16	109
Daily Total:						4466

AM Total:	2064	46.2%	Peak AM Hour: 06:00 = 422 (9.5%)	Peak AM Factor: 0.872	Average Period: 46.5
PM Total:	2402	53.8%	Peak PM Hour: 13:15 = 390 (8.7%)	Peak PM Factor: 0.848	AverageHour: 186.1

Date	Time	:00	:15	:30	:45	Total
9/15/09	00:00	6	5	4	2	17
Tue	01:00	2	3	1	2	8
	02:00	0	0	2	3	5
	03:00	0	1	2	7	10
	04:00	11	12	14	44	81
	05:00	41	45	38	56	180
	06:00	71	81	76	75	303
	07:00	49	53	52	47	201
	08:00	55	47	58	47	207
	09:00	52	42	29	60	183
	10:00	64	59	81	72	276
	11:00	91	60	47	45	243
	12:00	57	44	67	60	228
	13:00	29	54	35	62	180
	14:00	75	73	62	48	258
	15:00	47	48	59	52	206
	16:00	54	78	80	66	278
	17:00	50	45	46	55	196
Daily Total:						3060

AM Total:	1714	56.0%	Peak AM Hour: 10:30 = 304 (10.0%)	Peak AM Factor: 0.835	Average Period: 42.5
PM Total:	1346	44.0%	Peak PM Hour: 16:00 = 278 (9.1%)	Peak PM Factor: 0.869	AverageHour: 170.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Out	Normal	Axle	Yes	

Lane #2 Basic Volume Data From: 10:00 - 09/08/2009 To: 18:14 - 09/15/2009

Date	Time	:00	:15	:30	:45	Total
09/08/09	10:00	59	48	58	124	289
Tue	11:00	107	52	79	88	326
	12:00	65	104	67	108	344
	13:00	79	66	105	73	323
	14:00	94	103	112	74	383
	15:00	102	121	96	79	398
	16:00	62	71	137	120	390
	17:00	93	70	66	61	290
	18:00	81	58	37	34	210
	19:00	43	47	62	47	199
	20:00	39	90	85	27	241
	21:00	19	57	85	32	193
	22:00	11	42	87	49	189
	23:00	44	77	122	47	290
Day Total :						4065

AM Total :	615 (15.1%)	Peak AM Hour :	10:45 =	362 (8.9%)	Peak AM Factor :	0.730	Average Period : 72.6
PM Total :	3450 (84.9%)	Peak PM Hour :	16:15 =	421 (10.4%)	Peak PM Factor :	0.768	Average Hour : 290.4

Date	Time	:00	:15	:30	:45	Total
09/09/09	00:00	18	11	16	4	49
Wed	01:00	1	0	0	1	2
	02:00	2	1	1	0	4
	03:00	2	3	0	1	6
	04:00	1	2	4	6	13
	05:00	18	28	23	35	104
	06:00	33	56	63	57	209
	07:00	31	44	51	44	170
	08:00	28	40	28	29	125
	09:00	32	32	39	54	157
	10:00	63	74	76	85	298
	11:00	85	85	119	96	385
	12:00	74	83	62	68	287
	13:00	44	58	97	57	256
	14:00	68	70	96	75	309
	15:00	98	31	64	41	234
	16:00	39	45	81	101	266
	17:00	128	93	41	49	311
	18:00	63	35	24	27	149
	19:00	72	40	31	65	208
	20:00	37	63	58	25	183
	21:00	23	96	21	26	166
	22:00	43	62	71	35	211
	23:00	27	70	41	55	193
Day Total :						4295

AM Total :	1522 (35.4%)	Peak AM Hour : 11:00 =	385 (9.0%)	Peak AM Factor : 0.809	Average Period :	44.7
PM Total :	2773 (64.6%)	Peak PM Hour : 16:30 =	403 (9.4%)	Peak PM Factor : 0.787	Average Hour :	179.0

Date	Time	:00	:15	:30	:45	Total
09/10/09	00:00	63	13	13	5	94
Thu	01:00	2	0	3	1	6
	02:00	1	3	2	2	8
	03:00	1	0	0	1	2
	04:00	1	2	3	10	16
	05:00	19	22	25	27	93
	06:00	37	54	59	47	197
	07:00	49	28	32	33	142
	08:00	36	39	25	30	130
	09:00	38	30	27	54	149
	10:00	54	54	63	54	225
	11:00	85	82	87	66	320
	12:00	61	67	74	76	278
	13:00	55	79	98	113	345
	14:00	77	79	76	100	332
	15:00	117	66	63	75	321
	16:00	66	61	66	117	310
	17:00	89	72	58	51	270
	18:00	88	83	65	62	298
	19:00	24	46	91	45	206
	20:00	57	67	25	15	164
	21:00	15	45	17	46	123
	22:00	14	48	122	47	231
	23:00	50	24	69	51	194
Day Total :						4454

AM Total :	1382 (31.0%)	Peak AM Hour : 11:00 =	320 (7.2%)	Peak AM Factor : 0.920	Average Period : 46.4
PM Total :	3072 (69.0%)	Peak PM Hour : 14:15 =	372 (8.4%)	Peak PM Factor : 0.762	Average Hour : 185.6

Date	Time	:00	:15	:30	:45	Total
09/11/09	00:00	54	17	16	32	119
Fri	01:00	20	10	1	4	35
	02:00	0	3	1	2	6
	03:00	1	3	0	0	4
	04:00	2	1	5	15	23
	05:00	25	32	20	37	114
	06:00	33	51	47	42	173
	07:00	42	32	37	31	142
	08:00	36	46	26	34	142
	09:00	24	43	29	53	149
	10:00	33	49	59	73	214
	11:00	91	114	64	37	306
	12:00	46	65	61	116	288
	13:00	99	66	119	99	383
	14:00	74	84	89	74	321
	15:00	87	114	105	97	403
	16:00	60	49	95	110	314
	17:00	57	52	63	94	266
	18:00	101	83	57	44	285
	19:00	50	37	37	64	188
	20:00	65	125	85	45	320
	21:00	47	84	78	63	272
	22:00	16	36	79	38	169
	23:00	67	32	45	85	229
Day Total :						4865

AM Total :	1427 (29.3%)	Peak AM Hour : 10:45 =	342 (7.0%)	Peak AM Factor : 0.750	Average Period : 50.7
PM Total :	3438 (70.7%)	Peak PM Hour : 15:00 =	403 (8.3%)	Peak PM Factor : 0.806	Average Hour : 202.7

Date	Time	:00	:15	:30	:45	Total
09/12/09	00:00	54	15	11	3	83
Sat	01:00	26	20	2	5	53
	02:00	3	1	1	1	6
	03:00	1	1	0	0	2
	04:00	1	5	2	9	17
	05:00	22	18	19	24	83
	06:00	32	49	66	67	214
	07:00	41	32	32	29	134
	08:00	32	31	30	28	121
	09:00	22	18	39	50	129
	10:00	43	41	60	62	206
	11:00	104	73	41	42	260
	12:00	48	36	70	66	220
	13:00	56	32	73	82	243
	14:00	52	67	75	63	257
	15:00	67	103	106	69	345
	16:00	37	34	64	56	191
	17:00	38	24	20	17	99
	18:00	85	26	18	32	161
	19:00	73	25	22	31	151
	20:00	40	14	9	9	72
	21:00	20	32	68	27	147
	22:00	20	30	79	25	154
	23:00	18	12	41	32	103
Day Total :						3451

AM Total :	1308 (37.9%)	Peak AM Hour : 10:30 =	299 (8.7%)	Peak AM Factor : 0.719	Average Period :	35.9
PM Total :	2143 (62.1%)	Peak PM Hour : 15:00 =	345 (10.0%)	Peak PM Factor : 0.814	Average Hour :	143.8

Date	Time	:00	:15	:30	:45	Total
09/13/09	00:00	27	7	8	3	45
Sun	01:00	3	3	1	1	8
	02:00	1	3	0	0	4
	03:00	1	0	1	0	2
	04:00	1	1	7	8	17
	05:00	8	7	14	30	59
	06:00	28	38	62	33	161
	07:00	33	31	31	39	134
	08:00	34	34	11	21	100
	09:00	20	18	23	26	87
	10:00	48	51	49	90	238
	11:00	81	103	57	49	290
	12:00	59	53	77	92	281
	13:00	52	59	57	124	292
	14:00	88	85	104	101	378
	15:00	126	72	62	132	392
	16:00	53	48	88	126	315
	17:00	97	58	66	64	285
	18:00	39	88	70	41	238
	19:00	45	16	31	60	152
	20:00	69	121	52	22	264
	21:00	22	19	55	57	153
	22:00	29	50	84	19	182
	23:00	77	21	47	73	218
Day Total :						4295

AM Total :	1145 (26.7%)	Peak AM Hour : 10:45 =	331 (7.7%)	Peak AM Factor : 0.803	Average Period : 44.7
PM Total :	3150 (73.3%)	Peak PM Hour : 14:15 =	416 (9.7%)	Peak PM Factor : 0.788	Average Hour : 179.0

Date	Time	:00	:15	:30	:45	Total
09/14/09	00:00	33	59	15	9	116
Mon	01:00	8	23	11	5	47
	02:00	3	3	1	6	13
	03:00	2	2	2	2	8
	04:00	0	2	5	10	17
	05:00	27	33	31	27	118
	06:00	39	70	80	69	258
	07:00	54	34	46	42	176
	08:00	50	37	28	30	145
	09:00	27	44	40	65	176
	10:00	56	49	57	80	242
	11:00	107	117	66	45	335
	12:00	88	97	55	66	306
	13:00	51	53	119	113	336
	14:00	75	81	130	92	378
	15:00	84	71	81	49	285
	16:00	80	57	104	83	324
	17:00	90	77	51	33	251
	18:00	54	69	54	49	226
	19:00	55	40	49	20	164
	20:00	57	69	24	34	184
	21:00	30	15	65	49	159
	22:00	17	32	66	55	170
	23:00	31	16	75	45	167
Day Total :						4601

AM Total :	1651 (35.9%)	Peak AM Hour : 10:45 =	370 (8.0%)	Peak AM Factor : 0.791	Average Period : 47.9
PM Total :	2950 (64.1%)	Peak PM Hour : 13:45 =	399 (8.7%)	Peak PM Factor : 0.767	Average Hour : 191.7

Date	Time	:00	:15	:30	:45	Total
09/15/09	00:00	17	9	12	6	44
Tue	01:00	1	6	1	2	10
	02:00	0	0	0	2	2
	03:00	3	1	1	1	6
	04:00	1	3	5	4	13
	05:00	24	22	26	32	104
	06:00	30	50	62	47	189
	07:00	50	36	44	35	165
	08:00	31	45	34	29	139
	09:00	47	38	35	46	166
	10:00	61	62	87	65	275
	11:00	79	96	65	39	279
	12:00	39	79	74	77	269
	13:00	50	35	56	35	176
	14:00	77	93	91	73	334
	15:00	48	49	64	39	200
	16:00	38	57	124	97	316
	17:00	97	61	46	49	253
Day Total :						2940

AM Total :	1392 (47.3%)	Peak AM Hour : 10:30 =	327 (11.1%)	Peak AM Factor : 0.852	Average Period :	40.8
PM Total :	1548 (52.7%)	Peak PM Hour : 16:30 =	379 (12.9%)	Peak PM Factor : 0.764	Average Hour :	163.3

Basic Volume Summary: AIRPORT DRIVE

Grand Total For Data From: 10:00 - 09/08/2009 To: 18:14 - 09/15/2009

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	46398	(58.5%)	7.33	6327	65.9	263.6	18003 (38.8%)	28395 (61.2%)
#2.	32966	(41.5%)	7.33	4495	46.8	187.3	10442 (31.7%)	22524 (68.3%)
ALL	79364		7.33	10822	112.7	450.9	28445 (35.8%)	50919 (64.2%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	10:45 =	663	09/09/2009	0.942	13:30 =	724	09/08/2009	0.854
#2.	11:00 =	385	09/09/2009	0.809	16:15 =	421	09/08/2009	0.768

Basic Volume Report: GARAGE IN

Station ID : GARAGE IN
Info Line 1 :
Info Line 2 :
GPS Lat/Lon :
DB File : GARAGE IN.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 97853

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 09:30 - 11/23/2009 To: 07:59 - 12/03/2009

Date	Time	:00	:15	:30	:45	Total
11/23/09	09:00			8	12	20
Mon	10:00	7	26	30	16	79
	11:00	22	14	8	19	63
	12:00	11	15	0	0	26
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						188

AM Total :	162 (86.2%)	Peak AM Hour : 10:15 =	94 (50.0%)	Peak AM Factor : 0.783	Average Period : 3.2
PM Total :	26 (13.8%)	Peak PM Hour : 12:00 =	26 (13.8%)	Peak PM Factor : 0.433	Average Hour : 13.0

Date	Time	:00	:15	:30	:45	Total	
11/24/09	00:00	0	0	0	0	0	
Tue	01:00	0	0	0	0	0	
	02:00	0	0	0	0	0	
	03:00	0	0	0	0	0	
	04:00	0	0	0	0	0	
	05:00	0	0	0	0	0	
	06:00	0	0	0	0	0	
	07:00	0	0	0	0	0	
	08:00	0	0	0	0	0	
	09:00	3	12	8	24	47	110
	10:00	20	28	33	29	110	
	11:00	19	19	26	28	92	
	12:00	38	12	20	28	98	
	13:00	23	30	28	18	99	
	14:00	41	30	52	16	139	
	15:00	27	13	11	25	76	
	16:00	19	22	26	19	86	93
	17:00	18	36	23	16	93	
	18:00	20	11	22	12	65	
	19:00	32	33	8	16	89	
	20:00	16	9	8	18	51	
	21:00	11	16	9	3	39	
	22:00	4	7	5	14	30	
	23:00	31	16	22	3	72	
Day Total :						1186	

AM Total :	249 (21.0%)	Peak AM Hour : 10:00 =	110 (9.3%)	Peak AM Factor : 0.833	Average Period : 12.4
PM Total :	937 (79.0%)	Peak PM Hour : 13:45 =	141 (11.9%)	Peak PM Factor : 0.678	Average Hour : 49.4

Date	Time	:00	:15	:30	:45	Total	
11/25/09	00:00	0	6	6	2	14	
Wed	01:00	0	0	0	0	0	
	02:00	0	2	2	0	4	
	03:00	2	0	0	6	8	
	04:00	3	1	11	12	27	
	05:00	17	11	13	12	53	
	06:00	17	18	19	18	72	
	07:00	19	27	13	21	80	
	08:00	15	13	16	13	57	116
	09:00	17	23	25	20	85	
	10:00	14	26	41	35	116	
	11:00	26	20	20	20	86	
	12:00	16	25	27	15	83	
	13:00	28	22	31	48	129	
	14:00	37	52	31	14	134	
	15:00	20	21	16	30	87	
	16:00	35	18	23	12	88	88
	17:00	23	13	20	15	71	
	18:00	18	30	30	16	94	
	19:00	16	7	14	7	44	
	20:00	10	9	3	4	26	
	21:00	7	6	3	3	19	
	22:00	18	18	17	5	58	
	23:00	6	5	13	4	28	
Day Total :						1463	

AM Total :	602 (41.1%)	Peak AM Hour : 10:15 =	128 (8.7%)	Peak AM Factor : 0.780	Average Period : 15.2
PM Total :	861 (58.9%)	Peak PM Hour : 13:30 =	168 (11.5%)	Peak PM Factor : 0.808	Average Hour : 61.0

Date	Time	:00	:15	:30	:45	Total
11/26/09	00:00	11	4	5	0	20
Thu	01:00	0	0	0	0	0
	02:00	0	1	2	0	3
	03:00	0	2	2	2	6
	04:00	1	7	9	12	29
	05:00	25	19	10	19	73
	06:00	30	26	33	10	99
	07:00	20	17	16	32	85
	08:00	20	5	4	10	39
	09:00	4	5	11	13	33
	10:00	13	13	11	12	49
	11:00	8	6	2	8	24
	12:00	13	5	14	9	41
	13:00	22	8	12	8	50
	14:00	12	3	9	9	33
	15:00	3	2	3	7	15
	16:00	5	5	0	4	14
	17:00	5	2	5	7	19
	18:00	9	5	7	2	23
	19:00	4	0	0	0	4
	20:00	0	1	0	0	1
	21:00	2	0	0	0	2
	22:00	0	0	0	0	0
	23:00	0	2	0	0	2
Day Total :						664

85

19

AM Total :	460 (69.3%)	Peak AM Hour : 05:45 =	108 (16.3%)	Peak AM Factor : 0.818	Average Period : 6.9
PM Total :	204 (30.7%)	Peak PM Hour : 12:30 =	53 (8.0%)	Peak PM Factor : 0.602	Average Hour : 27.7

Date	Time	:00	:15	:30	:45	Total
11/27/09	00:00	0	0	0	0	0
Fri	01:00	0	1	0	0	1
	02:00	0	0	0	2	2
	03:00	0	0	0	2	2
	04:00	0	0	0	3	3
	05:00	2	2	6	10	20
	06:00	12	25	21	14	72
	07:00	17	3	4	11	35
	08:00	8	6	0	4	18
	09:00	7	7	2	0	16
	10:00	2	3	8	4	17
	11:00	9	4	4	1	18
	12:00	4	1	9	7	21
	13:00	4	9	15	3	31
	14:00	15	13	15	2	45
	15:00	13	7	8	10	38
	16:00	5	9	13	7	34
	17:00	0	4	8	6	18
	18:00	8	13	8	2	31
	19:00	10	15	7	4	36
	20:00	4	2	1	4	11
	21:00	0	0	0	0	0
	22:00	5	3	2	5	15
	23:00	10	4	0	0	14
Day Total :						498

AM Total :	204 (41.0%)	Peak AM Hour : 06:15 =	77 (15.5%)	Peak AM Factor : 0.770	Average Period : 5.2
PM Total :	294 (59.0%)	Peak PM Hour : 13:30 =	46 (9.2%)	Peak PM Factor : 0.767	Average Hour : 20.8

Date	Time	:00	:15	:30	:45	Total
11/28/09	00:00	0	2	0	0	2
Sat	01:00	0	0	0	0	0
	02:00	0	0	2	1	3
	03:00	0	0	2	0	2
	04:00	0	4	3	5	12
	05:00	3	10	19	2	34
	06:00	16	17	16	12	61
	07:00	3	12	4	16	35
	08:00	13	5	11	3	32
	09:00	5	8	14	14	41
	10:00	7	16	13	18	54
	11:00	10	6	3	10	29
	12:00	8	13	10	8	39
	13:00	8	7	12	15	42
	14:00	20	24	24	11	79
	15:00	13	6	4	15	38
	16:00	8	4	8	5	25
	17:00	10	6	12	11	39
	18:00	2	5	17	7	31
	19:00	7	9	4	3	23
	20:00	7	6	2	2	17
	21:00	7	4	3	4	18
	22:00	0	4	0	1	5
	23:00	3	3	4	2	12
Day Total :						673

AM Total :	305 (45.3%)	Peak AM Hour : 06:00 =	61 (9.1%)	Peak AM Factor : 0.803	Average Period : 7.0
PM Total :	368 (54.7%)	Peak PM Hour : 13:45 =	83 (12.3%)	Peak PM Factor : 0.865	Average Hour : 28.0

Date	Time	:00	:15	:30	:45	Total
11/29/09	00:00	1	0	0	0	1
Sun	01:00	0	0	2	0	2
	02:00	0	0	0	2	2
	03:00	0	0	1	0	1
	04:00	2	6	5	15	28
	05:00	12	10	8	14	44
	06:00	15	14	16	18	63
	07:00	16	8	15	19	58
	08:00	8	6	1	4	19
	09:00	10	16	15	12	53
	10:00	19	20	27	23	89
	11:00	12	15	8	6	41
	12:00	9	8	23	6	46
	13:00	13	8	19	28	68
	14:00	33	19	14	19	85
	15:00	21	6	10	14	51
	16:00	16	21	7	13	57
	17:00	31	13	25	6	75
	18:00	8	13	5	13	39
	19:00	10	13	6	4	33
	20:00	4	3	10	0	17
	21:00	1	4	10	3	18
	22:00	9	5	8	3	25
	23:00	9	4	4	3	20
Day Total :						935

AM Total :	401 (42.9%)	Peak AM Hour : 10:00 =	89 (9.5%)	Peak AM Factor : 0.824	Average Period :	9.7
PM Total :	534 (57.1%)	Peak PM Hour : 13:30 =	99 (10.6%)	Peak PM Factor : 0.750	Average Hour :	39.0

Date	Time	:00	:15	:30	:45	Total
11/30/09	00:00	0	2	0	0	2
Mon	01:00	0	0	0	0	0
	02:00	0	2	2	0	4
	03:00	0	0	0	0	0
	04:00	0	1	11	21	33
	05:00	41	36	19	24	120
	06:00	35	51	50	18	154
	07:00	8	25	24	10	67
	08:00	10	15	22	9	56
	09:00	28	15	16	25	84
	10:00	21	18	24	23	86
	11:00	25	15	19	16	75
	12:00	10	15	10	24	59
	13:00	32	38	30	24	124
	14:00	20	24	16	15	75
	15:00	16	22	28	16	82
	16:00	15	20	18	29	82
	17:00	13	10	24	7	54
	18:00	4	11	20	16	51
	19:00	12	9	9	16	46
	20:00	6	7	1	7	21
	21:00	2	2	1	4	9
	22:00	0	2	4	2	8
	23:00	6	4	3	8	21
Day Total :						1313

AM Total :	681 (51.9%)	Peak AM Hour : 05:45 =	160 (12.2%)	Peak AM Factor : 0.784	Average Period : 13.7
PM Total :	632 (48.1%)	Peak PM Hour : 12:45 =	124 (9.4%)	Peak PM Factor : 0.816	Average Hour : 54.7

Date	Time	:00	:15	:30	:45	Total	
12/01/09	00:00	1	0	2	0	3	
Tue	01:00	0	0	0	0	0	
	02:00	0	0	2	0	2	
	03:00	0	0	0	0	0	
	04:00	2	9	4	30	45	
	05:00	28	20	35	24	107	
	06:00	28	50	34	35	147	
	07:00	32	23	22	23	100	
	08:00	23	14	24	12	73	(60
	09:00	26	25	21	18	90	
	10:00	10	42	22	20	94	
	11:00	17	19	10	8	54	
	12:00	11	10	13	20	54	
	13:00	26	22	25	29	102	
	14:00	33	31	23	13	100	
	15:00	6	8	14	36	64	
	16:00	26	15	15	8	64	64
	17:00	13	12	10	19	54	
	18:00	9	23	8	13	53	
	19:00	1	6	6	6	19	
	20:00	7	3	5	14	29	
	21:00	10	2	2	11	25	
	22:00	4	7	9	5	25	
	23:00	8	10	2	0	20	
Day Total :						1324	

AM Total :	715 (54.0%)	Peak AM Hour : 06:15 =	151 (11.4%)	Peak AM Factor : 0.755	Average Period :	13.8
PM Total :	609 (46.0%)	Peak PM Hour : 13:30 =	118 (8.9%)	Peak PM Factor : 0.819	Average Hour :	55.2

Date	Time	:00	:15	:30	:45	Total	
12/02/09	00:00	0	0	0	0	0	
Wed	01:00	0	0	0	0	0	
	02:00	2	0	0	0	2	
	03:00	0	0	0	0	0	
	04:00	5	0	11	16	32	
	05:00	26	28	30	23	107	
	06:00	34	25	38	27	124	
	07:00	16	31	27	22	96	
	08:00	9	14	18	6	47	96
	09:00	14	13	16	8	51	
	10:00	23	29	32	11	95	
	11:00	30	19	25	21	95	
	12:00	20	11	16	12	59	
	13:00	26	23	22	31	102	
	14:00	17	32	23	15	87	
	15:00	16	12	15	13	56	
	16:00	14	7	30	17	68	
	17:00	15	16	14	5	50	68
	18:00	15	8	11	12	46	
	19:00	8	5	10	6	29	
	20:00	7	1	3	9	20	
	21:00	6	11	3	12	32	
	22:00	7	4	0	6	17	
	23:00	6	6	0	2	14	
Day Total :						1229	

AM Total :	649 (52.8%)	Peak AM Hour : 06:00 =	124 (10.1%)	Peak AM Factor : 0.816	Average Period : 12.8
PM Total :	580 (47.2%)	Peak PM Hour : 13:45 =	103 (8.4%)	Peak PM Factor : 0.805	Average Hour : 51.2

Other Garages
55 ≈ AM
25 ≈ PM

ATR
IN
101-AM
86-PM

Date	Time	:00	:15	:30	:45	Total
12/03/09	00:00	1	0	0	0	1
Thu	01:00	0	0	2	0	2
	02:00	0	0	1	0	1
	03:00	2	0	2	0	4
	04:00	0	2	14	11	27
	05:00	30	18	22	25	95
	06:00	22	28	23	27	100
	07:00	16	34	21		71
Day Total :						301

AM Total :	301 (100.0%)	Peak AM Hour : 06:00 =	100 (33.2%)	Peak AM Factor : 0.735	Average Period : 9.7
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour : 38.8

Basic Volume Summary: GARAGE IN

Grand Total For Data From: 09:30 - 11/23/2009 To: 07:59 - 12/03/2009

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	9774 (100.0%)	9.93	985	10.3	41.0	4729 (48.4%)	5045 (51.6%)
ALL	9774	9.93	985	10.3	41.0	4729 (48.4%)	5045 (51.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	05:45 = 160	11/30/2009	0.784	13:30 = 168	11/25/2009	0.808

Basic Volume Report: GARAGE OUT

Station ID : GARAGE OUT
Info Line 1 :
Info Line 2 :
GPS Lat/Lon :
DB File : GARAGE OUT.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 97854

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 10:15 - 11/23/2009 To: 07:59 - 12/03/2009

Date	Time	:00	:15	:30	:45	Total
11/23/09	10:00		10	9	6	25
Mon	11:00	13	8	5	12	38
	12:00	8	6	0	0	14
	13:00	0	0	0	0	0
	14:00	0	0	0	0	0
	15:00	0	0	0	0	0
	16:00	0	0	0	0	0
	17:00	0	0	0	0	0
	18:00	0	0	0	0	0
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						77

AM Total :	63 (81.8%)	Peak AM Hour : 10:15 =	38 (49.4%)	Peak AM Factor : 0.731	Average Period : 1.4
PM Total :	14 (18.2%)	Peak PM Hour : 12:00 =	14 (18.2%)	Peak PM Factor : 0.438	Average Hour : 5.6

Date	Time	:00	:15	:30	:45	Total
11/24/09	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	0	0
	08:00	0	0	0	0	0
	09:00	0	4	12	6	22
	10:00	6	5	10	6	27
	11:00	12	22	4	3	41
	12:00	6	19	14	14	53
	13:00	5	7	22	14	48
	14:00	8	13	18	35	74
	15:00	13	11	17	6	47
	16:00	7	14	9	5	35
	17:00	4	11	8	10	33
	18:00	22	21	10	2	55
	19:00	10	22	16	27	75
	20:00	19	2	11	12	44
	21:00	14	7	12	16	49
	22:00	14	5	3	0	22
	23:00	6	10	21	26	63
Day Total :						688

AM Total :	90 (13.1%)	Peak AM Hour : 10:30 =	50 (7.3%)	Peak AM Factor : 0.568	Average Period : 7.2
PM Total :	598 (86.9%)	Peak PM Hour : 19:15 =	84 (12.2%)	Peak PM Factor : 0.600	Average Hour : 28.7

Date	Time	:00	:15	:30	:45	Total	
11/25/09	00:00	13	5	2	0	20	
Wed	01:00	4	3	0	0	7	
	02:00	0	0	2	1	3	
	03:00	0	0	0	0	0	
	04:00	0	0	0	1	1	
	05:00	1	1	2	0	4	
	06:00	5	3	1	4	13	
	07:00	2	1	2	3	8	
	08:00	1	2	2	1	6	
	09:00	10	6	7	7	30	32
	10:00	14	10	5	3	32	
	11:00	6	22	11	13	52	
	12:00	8	9	13	6	36	
	13:00	1	2	8	12	23	
	14:00	19	13	23	35	90	
	15:00	26	14	9	11	60	
	16:00	2	3	15	22	42	
	17:00	13	6	5	9	33	42
	18:00	14	17	14	12	57	
	19:00	29	11	10	6	56	
	20:00	15	5	9	8	37	
	21:00	10	4	3	1	18	
	22:00	1	1	6	21	29	
	23:00	8	8	11	6	33	
Day Total :						690	

AM Total :	176 (25.5%)	Peak AM Hour : 11:00 =	52 (7.5%)	Peak AM Factor : 0.591	Average Period : 7.2
PM Total :	514 (74.5%)	Peak PM Hour : 14:30 =	98 (14.2%)	Peak PM Factor : 0.700	Average Hour : 28.8

Date	Time	:00	:15	:30	:45	Total
11/26/09	00:00	1	1	8	9	19
Thu	01:00	1	0	0	0	1
	02:00	0	3	1	0	4
	03:00	0	0	0	1	1
	04:00	0	0	0	0	0
	05:00	1	0	0	3	4
	06:00	4	3	3	6	16
	07:00	4	4	4	1	13
	08:00	3	1	3	1	8
	09:00	3	1	4	5	13
	10:00	4	7	4	6	21
	11:00	6	13	7	3	29
	12:00	4	5	7	1	17
	13:00	0	3	10	6	19
	14:00	3	12	4	5	24
	15:00	18	9	2	3	32
	16:00	4	3	5	1	13
	17:00	2	0	3	4	9
	18:00	6	3	4	9	22
	19:00	5	1	0	0	6
	20:00	1	2	0	0	3
	21:00	1	0	0	0	1
	22:00	0	0	0	0	0
	23:00	5	3	0	0	8
Day Total :						283

21

13

AM Total :	129 (45.6%)	Peak AM Hour : 10:45 =	32 (11.3%)	Peak AM Factor : 0.615	Average Period :	2.9
PM Total :	154 (54.4%)	Peak PM Hour : 14:15 =	39 (13.8%)	Peak PM Factor : 0.542	Average Hour :	11.8

Date	Time	:00	:15	:30	:45	Total
11/27/09	00:00	0	0	0	0	0
Fri	01:00	0	0	1	0	1
	02:00	0	1	0	0	1
	03:00	0	0	1	0	1
	04:00	0	0	0	0	0
	05:00	1	0	0	1	2
	06:00	2	4	4	5	15
	07:00	8	5	2	0	15
	08:00	4	2	0	1	7
	09:00	0	2	1	0	3
	10:00	4	0	2	1	7
	11:00	4	3	1	7	15
	12:00	5	8	2	6	21
	13:00	0	11	6	5	22
	14:00	9	4	8	6	27
	15:00	3	1	7	4	15
	16:00	11	2	9	8	30
	17:00	7	2	8	2	19
	18:00	11	6	4	6	27
	19:00	9	1	6	16	32
	20:00	14	14	3	7	38
	21:00	2	4	12	0	18
	22:00	4	1	14	4	23
	23:00	4	8	13	16	41
Day Total :						380

AM Total :	67 (17.6%)	Peak AM Hour : 06:30 =	22 (5.8%)	Peak AM Factor : 0.688	Average Period :	4.0
PM Total :	313 (82.4%)	Peak PM Hour : 19:30 =	50 (13.2%)	Peak PM Factor : 0.781	Average Hour :	15.8

Date	Time	:00	:15	:30	:45	Total
11/28/09	00:00	3	1	0	0	4
Sat	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	1	0	0	1	2
	04:00	0	0	0	0	0
	05:00	1	3	2	1	7
	06:00	4	6	7	6	23
	07:00	7	1	3	2	13
	08:00	5	6	8	0	19
	09:00	1	3	11	7	22
	10:00	17	4	2	2	25
	11:00	7	21	14	8	50
	12:00	5	11	10	14	40
	13:00	1	5	5	18	29
	14:00	12	6	19	21	58
	15:00	22	20	11	13	66
	16:00	11	5	16	6	38
	17:00	7	9	5	9	30
	18:00	25	9	3	9	46
	19:00	10	17	14	5	46
	20:00	10	8	14	0	32
	21:00	1	6	9	21	37
	22:00	6	0	12	10	28
	23:00	1	1	20	37	59
Day Total :						675

AM Total :	166 (24.6%)	Peak AM Hour : 11:00 =	50 (7.4%)	Peak AM Factor : 0.595	Average Period : 7.0
PM Total :	509 (75.4%)	Peak PM Hour : 14:30 =	82 (12.1%)	Peak PM Factor : 0.554	Average Hour : 28.1

Date	Time	:00	:15	:30	:45	Total
11/29/09	00:00	3	1	0	0	4
Sun	01:00	1	1	0	0	2
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	0	1	1	0	2
	05:00	6	6	9	5	26
	06:00	2	10	6	9	27
	07:00	8	5	5	11	29
	08:00	6	4	4	3	17
	09:00	3	3	16	14	36
	10:00	6	12	8	11	37
	11:00	20	19	15	14	68
	12:00	5	12	10	14	41
	13:00	11	10	13	2	36
	14:00	13	18	13	22	66
	15:00	14	38	14	18	84
	16:00	12	15	22	10	59
	17:00	10	14	9	24	57
	18:00	5	12	6	8	31
	19:00	9	7	8	9	33
	20:00	8	16	8	10	42
	21:00	24	6	1	3	34
	22:00	17	4	28	5	54
	23:00	3	12	23	24	62
Day Total :						848

AM Total :	249 (29.4%)	Peak AM Hour : 11:00 =	68 (8.0%)	Peak AM Factor : 0.850	Average Period :	8.8
PM Total :	599 (70.6%)	Peak PM Hour : 14:45 =	88 (10.4%)	Peak PM Factor : 0.579	Average Hour :	35.3

Date	Time	:00	:15	:30	:45	Total
11/30/09	00:00	13	6	6	0	25
Mon	01:00	0	0	0	1	1
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	1	1	2
	05:00	3	3	2	6	14
	06:00	0	4	4	5	13
	07:00	4	9	4	4	21
	08:00	9	4	4	4	21
	09:00	2	4	14	10	30
	10:00	6	2	8	13	29
	11:00	11	20	13	11	55
	12:00	9	14	6	9	38
	13:00	15	10	8	19	52
	14:00	13	14	28	18	73
	15:00	17	4	8	22	51
	16:00	11	15	10	10	46
	17:00	13	8	5	16	42
	18:00	7	11	6	16	40
	19:00	8	14	6	13	41
	20:00	14	2	13	15	44
	21:00	4	6	12	4	26
	22:00	3	12	13	4	32
	23:00	1	2	13	11	27
Day Total :						724

AM Total :	212 (29.3%)	Peak AM Hour : 10:45 =	57 (7.9%)	Peak AM Factor : 0.713	Average Period : 7.5
PM Total :	512 (70.7%)	Peak PM Hour : 14:15 =	77 (10.6%)	Peak PM Factor : 0.688	Average Hour : 30.2

Date	Time	:00	:15	:30	:45	Total	
12/01/09	00:00	11	9	5	4	29	
Tue	01:00	1	0	0	1	2	
	02:00	1	0	1	0	2	
	03:00	0	0	0	0	0	
	04:00	0	0	0	1	1	
	05:00	3	4	1	3	11	
	06:00	5	1	1	5	12	
	07:00	8	4	3	5	20	
	08:00	6	3	3	7	19	27
	09:00	6	3	6	8	23	
	10:00	10	5	3	9	27	
	11:00	11	6	12	13	42	
	12:00	8	11	9	7	35	
	13:00	3	6	17	11	37	
	14:00	19	13	9	21	62	
	15:00	22	6	1	12	41	
	16:00	6	10	8	12	36	36
	17:00	11	10	4	7	32	
	18:00	11	22	12	7	52	
	19:00	15	14	11	2	42	
	20:00	4	14	4	8	30	
	21:00	14	36	5	3	58	
	22:00	14	10	9	13	46	
	23:00	8	5	26	10	49	
Day Total :						708	

AM Total :	188 (26.6%)	Peak AM Hour : 11:00 =	42 (5.9%)	Peak AM Factor : 0.808	Average Period : 7.4
PM Total :	520 (73.4%)	Peak PM Hour : 14:15 =	65 (9.2%)	Peak PM Factor : 0.451	Average Hour : 29.5

other Garages
5 ~ AM
30 ~ PM

ATR
out
26 AM
35 PM

Date	Time	:00	:15	:30	:45	Total
12/02/09	00:00	8	1	0	0	9
Wed	01:00	0	0	0	1	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	1	1	0	3	5
	06:00	3	1	2	1	7
	07:00	5	5	4	1	15
	08:00	1	2	1	6	10
	09:00	7	2	4	8	21
	10:00	1	6	3	13	23
	11:00	9	8	9	5	31
	12:00	12	6	0	2	20
	13:00	7	14	7	7	35
	14:00	12	6	10	14	42
	15:00	23	13	12	8	56
	16:00	5	12	9	4	30
	17:00	15	17	4	9	45
	18:00	15	8	25	9	57
	19:00	21	13	6	7	47
	20:00	6	4	13	3	26
	21:00	11	2	43	27	83
	22:00	12	14	9	3	38
	23:00	3	19	14	12	48
Day Total :						650

AM Total :	123 (18.9%)	Peak AM Hour : 10:45 =	39 (6.0%)	Peak AM Factor : 0.750	Average Period : 6.8
PM Total :	527 (81.1%)	Peak PM Hour : 21:30 =	96 (14.8%)	Peak PM Factor : 0.558	Average Hour : 27.1

Date	Time	:00	:15	:30	:45	Total
12/03/09	00:00	11	1	9	0	21
Thu	01:00	0	0	0	0	0
	02:00	2	0	0	1	3
	03:00	0	1	0	0	1
	04:00	0	0	0	0	0
	05:00	0	2	2	0	4
	06:00	1	1	1	4	7
	07:00	3	2	2		7
Day Total :						43

AM Total :	43 (100.0%)	Peak AM Hour : 00:00 =	21 (48.8%)	Peak AM Factor : 0.477	Average Period : 1.4
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour : 5.5

Basic Volume Summary: GARAGE OUT

Grand Total For Data From: 10:15 - 11/23/2009 To: 07:59 - 12/03/2009

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	5766	(100.0%)	9.90	583	6.1	24.3	1506 (26.1%)	4260 (73.9%)
ALL	5766		9.90	583	6.1	24.3	1506 (26.1%)	4260 (73.9%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	68	11/29/2009	0.850	14:30 =	98	11/25/2009	0.700

Table 3

Peak Hours for Individual Study Area ATR Machines and Intersections

Aerotech Parking Facility

Count Method & Location	Date of Counts											
	11/26/2008						12/4/2008					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
ATR Location[1]	AM Peak Hour	ATR Volumes	Balanced Network Volume	PM Peak Hour	ATR Volumes	Balanced Network Volume	AM Peak Hour	ATR Volumes	Balanced Network Volume	PM Peak Hour	ATR Volumes	Balanced Network Volume
1 (Southbound)	10:00 - 11:00 AM	168	165	1:30 - 2:30 PM	460	420	7:30 - 8:30 AM	177	165	4:30 - 5:30 PM	419	420
1 (Northbound)	7:15 - 8:15 AM	267	230	1:45 - 2:45 PM	242	240	7:15 - 8:15 AM	394	230	1:30 - 2:30 PM	215	240
2	7:15 - 8:15 AM	108	105	1:00 - 2:00 PM	31	15	7:15 - 8:15 AM	125	105	2:15 - 3:15 PM	39	15
3	10:30 - 11:30 AM	350	295	2:15 - 3:15 PM	599	510	10:45 - 11:45 AM	219	295	1:30 - 2:30 PM	408	510
4	8:15 - 9:15 AM	287	300	3:30 - 4:30 PM	622	600	7:45 - 8:45 AM	323	300	5:00 - 6:00 PM	490	600
5	7:45 - 8:45 AM	561	540	2:45 - 3:45 PM	999	920	7:30 - 8:30 AM	692	540	4:45 - 5:45 PM	942	920
6	7:45 - 8:45 AM	546	530	2:00 - 3:00 PM	239	225	7:45 - 8:45 AM	775	530	5:15 - 6:15 PM	251	225
7	7:15 - 8:15 AM	415	530	1:45 - 2:45 PM	474	470	7:15 - 8:15 AM	592	530	1:30 - 2:30 PM	453	470
8	7:45 - 8:45 AM	435	420	2:15 - 3:15 PM	482	455	8:15 - 9:15 AM	527	420	4:45 - 5:45 PM	375	455
9	10:15 - 11:15 AM	493	405	2:00 - 3:00 PM	727	660	6:00 - 7:00 AM	413	405	1:30 -2:30 PM	546	660
10	10:30 - 11:30 AM	276	260	2:15 - 3:15 PM	626	585	10:45 - 11:45 AM	262	260	3:45 - 4:45 PM	518	585
Turning Movement Count Location (Intersection)	**AM Peak Hour**			**PM Peak Hour**								
Airport Road @ I-684 NB Ramps	8:15 - 9:15 AM			5:00 - 6:00 PM								
Airport Road @ I-684 SB Ramps	8:15 - 9:15 AM			4:00 - 5:00 PM								
Rye Lake Ave/Airport Driveway @ Airport Road	8:00 - 9:00 AM			4:30 - 5:30 PM								
Rye Lake Ave @ King Street	8:15 - 9:15 AM			4:30 - 5:30 PM								
Lake Street/NYS Route 120 @ NYS Route 120	8:00 - 9:00 AM			4:15 - 5:15 PM								
Airport Road @ NYS Route 120	8:15 - 9:15 AM			4:15 - 5:15 PM								
New King Street @ NYS Route 120	8:00 - 9:00 AM			4:15 - 5:15 PM								

Note:

(1) See Figure 1 for ATR locations.

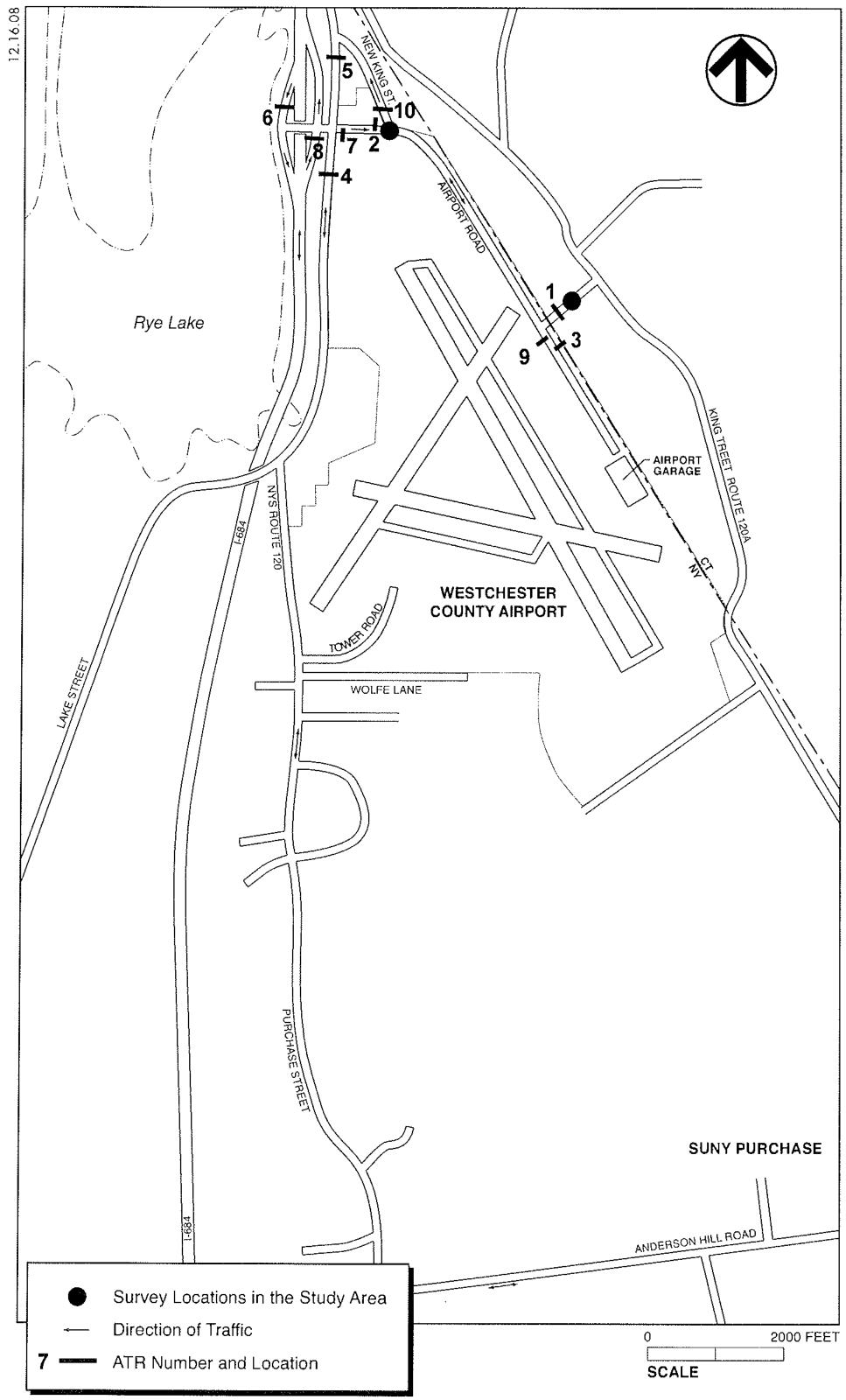


Figure 1

AEROTECH Westchester County Airport

Automatic Traffic Recorder (ATR) Locations

PHYSICAL INVENTORIES

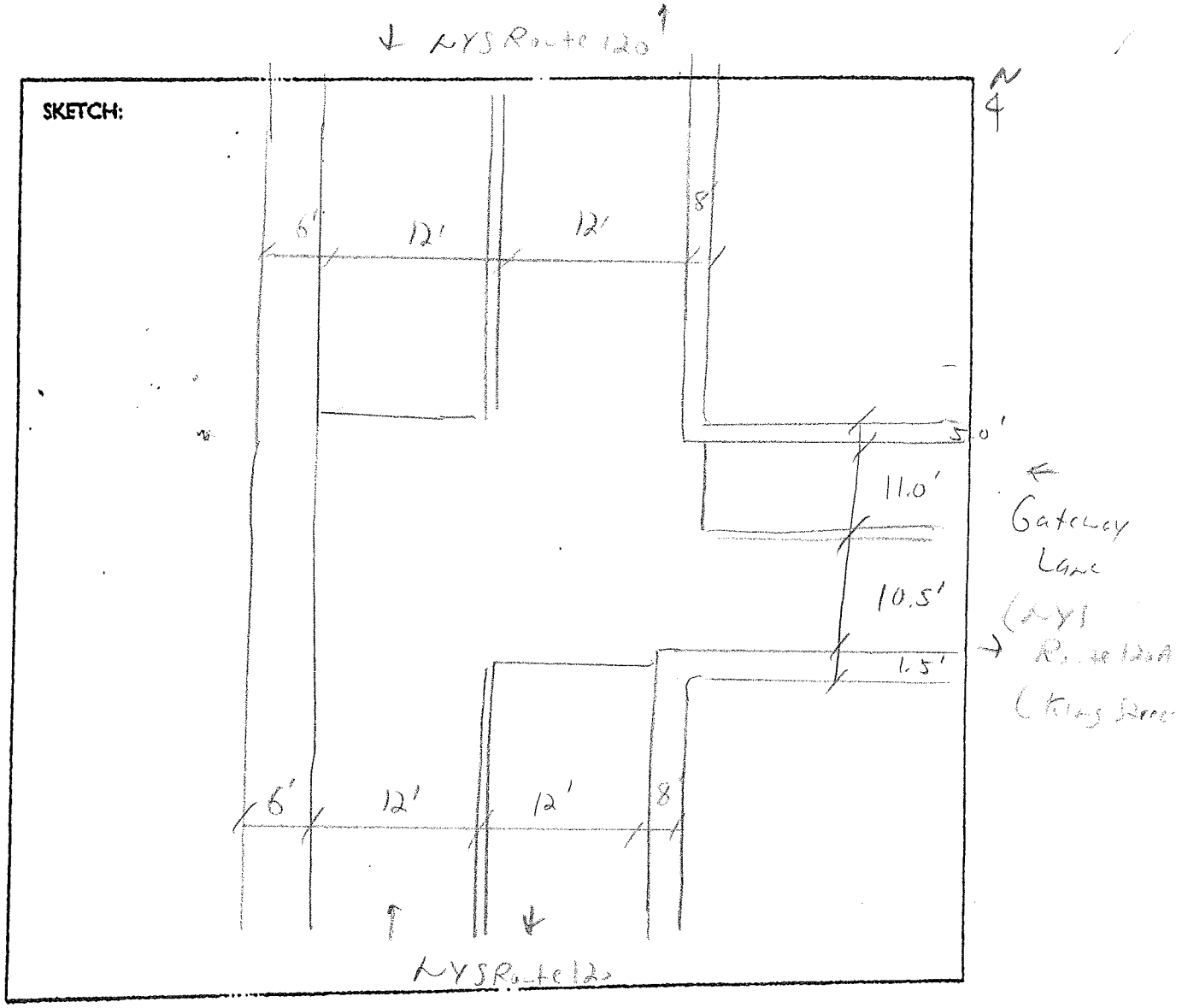
J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET (Gateway Lane)

Project WCAP Location NYS Route 120 / NYS Route 120A Date 12/08

Project No. — Weather — Surveyor's Name ZK

SKETCH:



PHASING:

1) ↓ 2) →

↑ ↑

SIGNAL TIMING: 6 YEAR Cycle

1) Gateway Lane 10" 5"

2) NYS Route 120 57" 5"

77"

Actuated

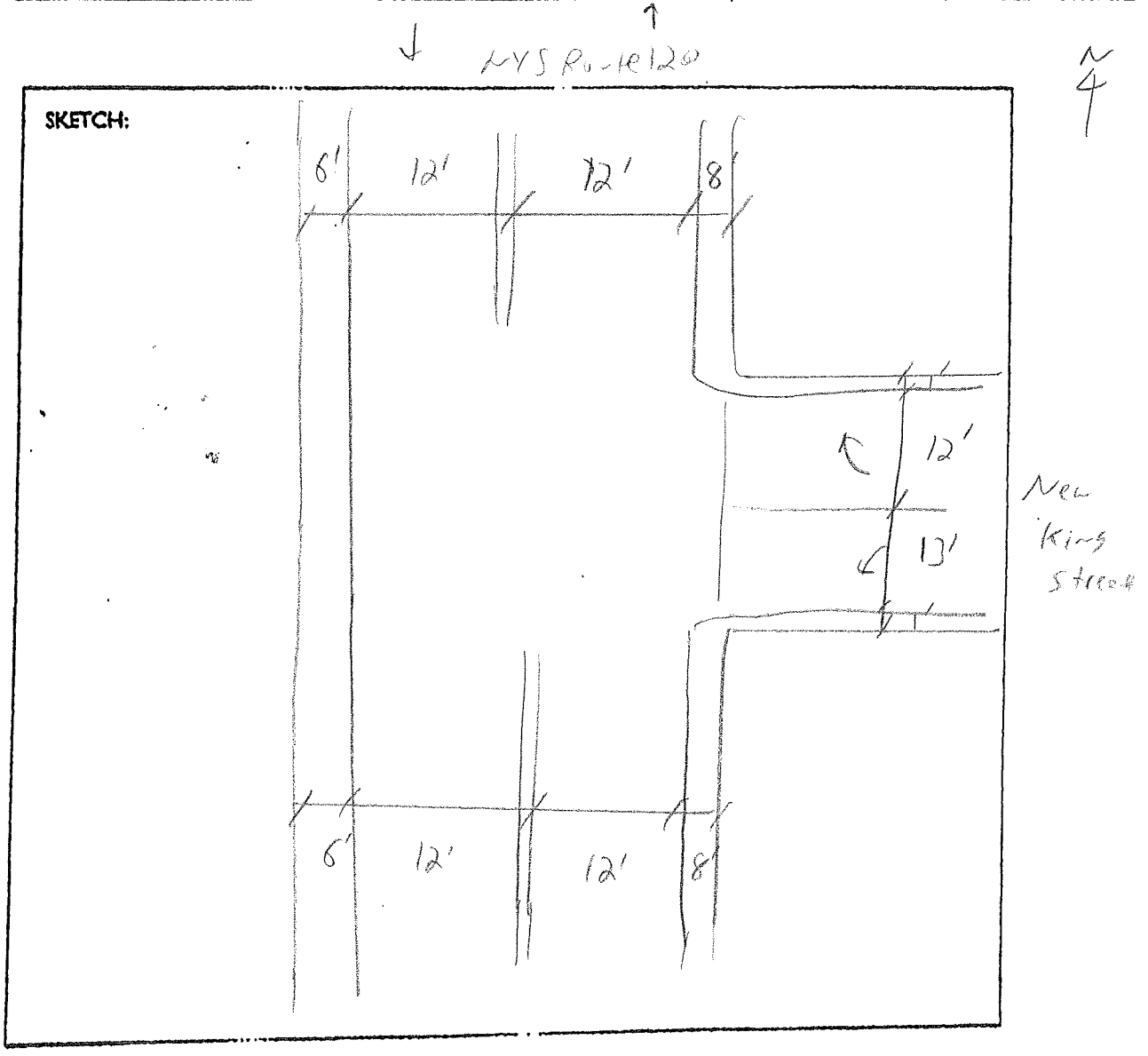
(2)

J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Project LCAP Location NYS Route 120 / New King Street Date 12/08

Project No. — Weather — Surveyor's Name 2K



PHASING:

1) ↓ 2) ↓

↑ ↑

SIGNAL TIMING: 6 YEAR Cycle

1) New King Street 15" 5"

2) NYS Route 120 55" 5" 80"

(3)

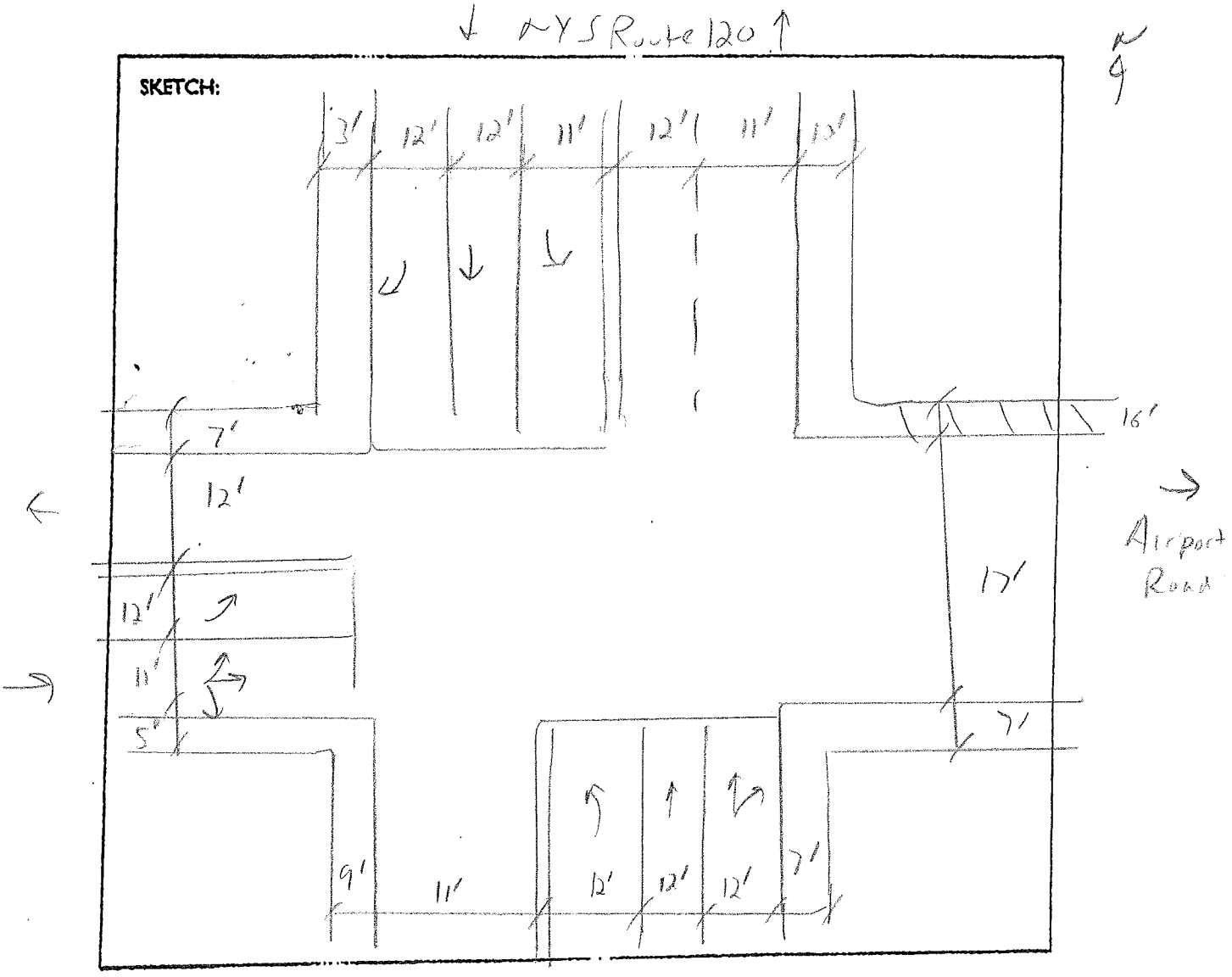
J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

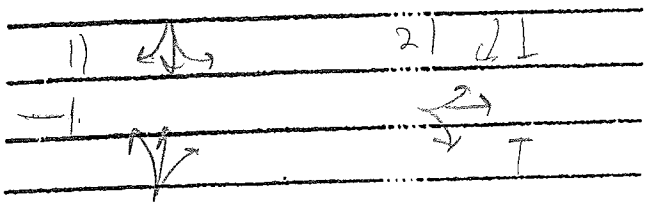
Project WCAP Location Airport Road / NYS Route 120 Date 12/08

Project No. — Weather — Surveyor's Name ZK

SKETCH:



PHASING:



SIGNAL TIMING: 6 YEAR cycle

1) NYS Route 120 17" 5"

2) Airport Road 27" 5"

50"

Actuated

(4)

J.RAP & ASSOCIATES, INC.

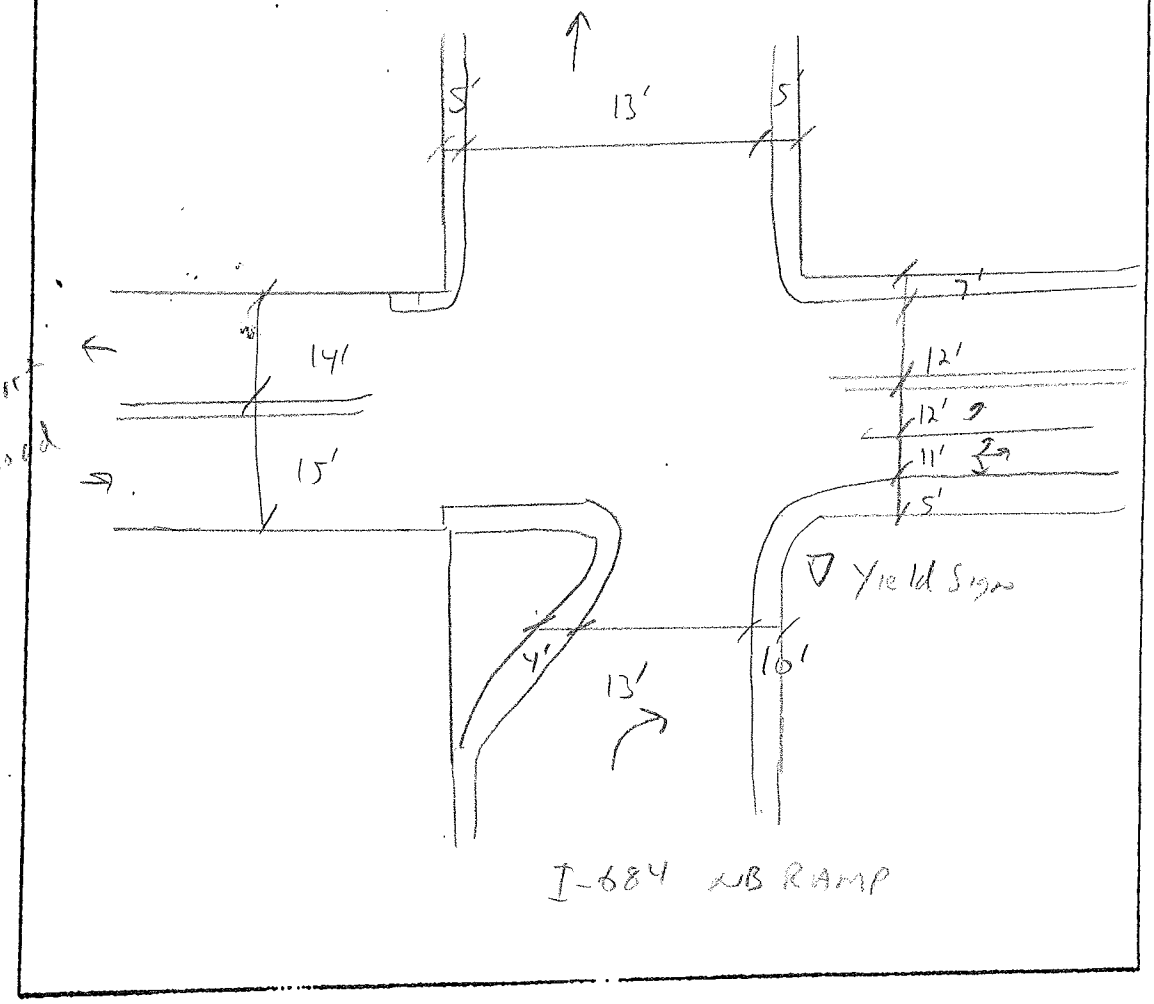
PHYSICAL INVENTORY SHEET

Project WCAP Location Airport Road / NB I-684 Ramp Date 12/08

Project No. — Weather — Surveyor's Name ZK

4

SKETCH:



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

(5)

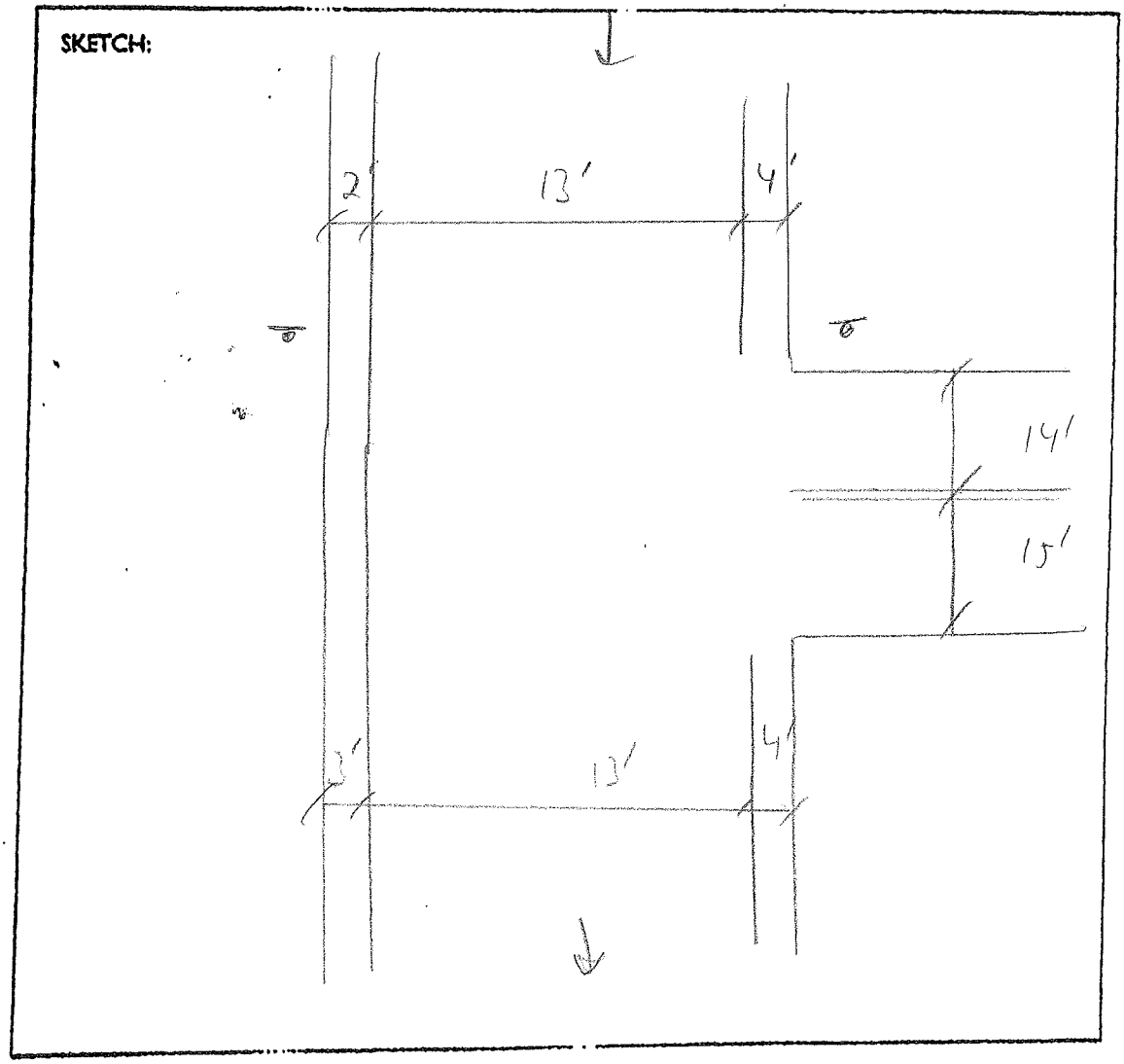
J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Project WCAP Location I-684 SB Ramp/ Airport Rd Date 12/08

Project No. — Weather — Surveyor's Name ZK

SKETCH:



PHASING: Unsignalized

4 — Stop Sign

SIGNAL TIMING: Unsignalized

(6)

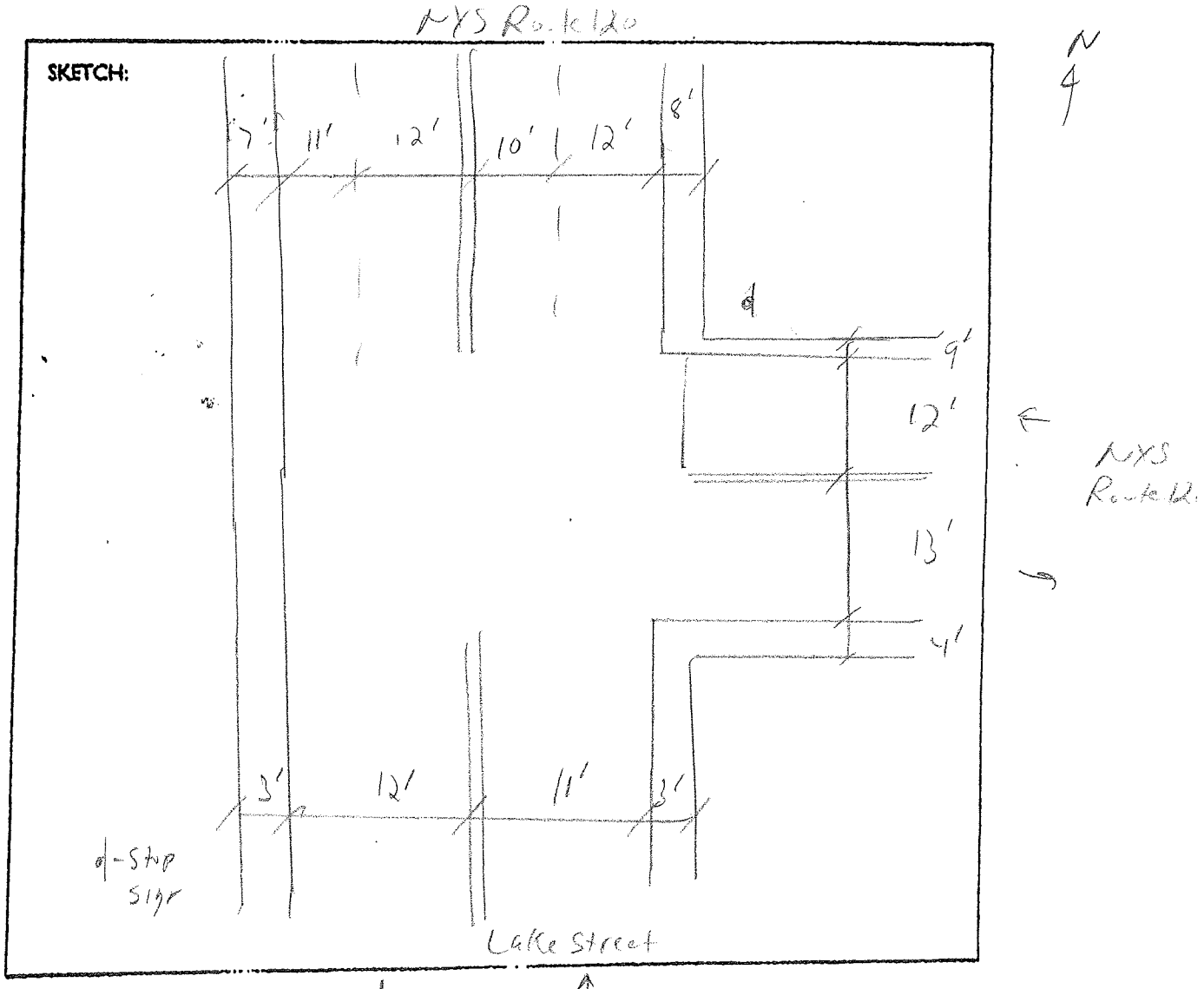
J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Project WCAP Location NYS Route 120/ Lake Street Date 12/08

Project No. – Weather – Surveyor's Name ZK

SKETCH:



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

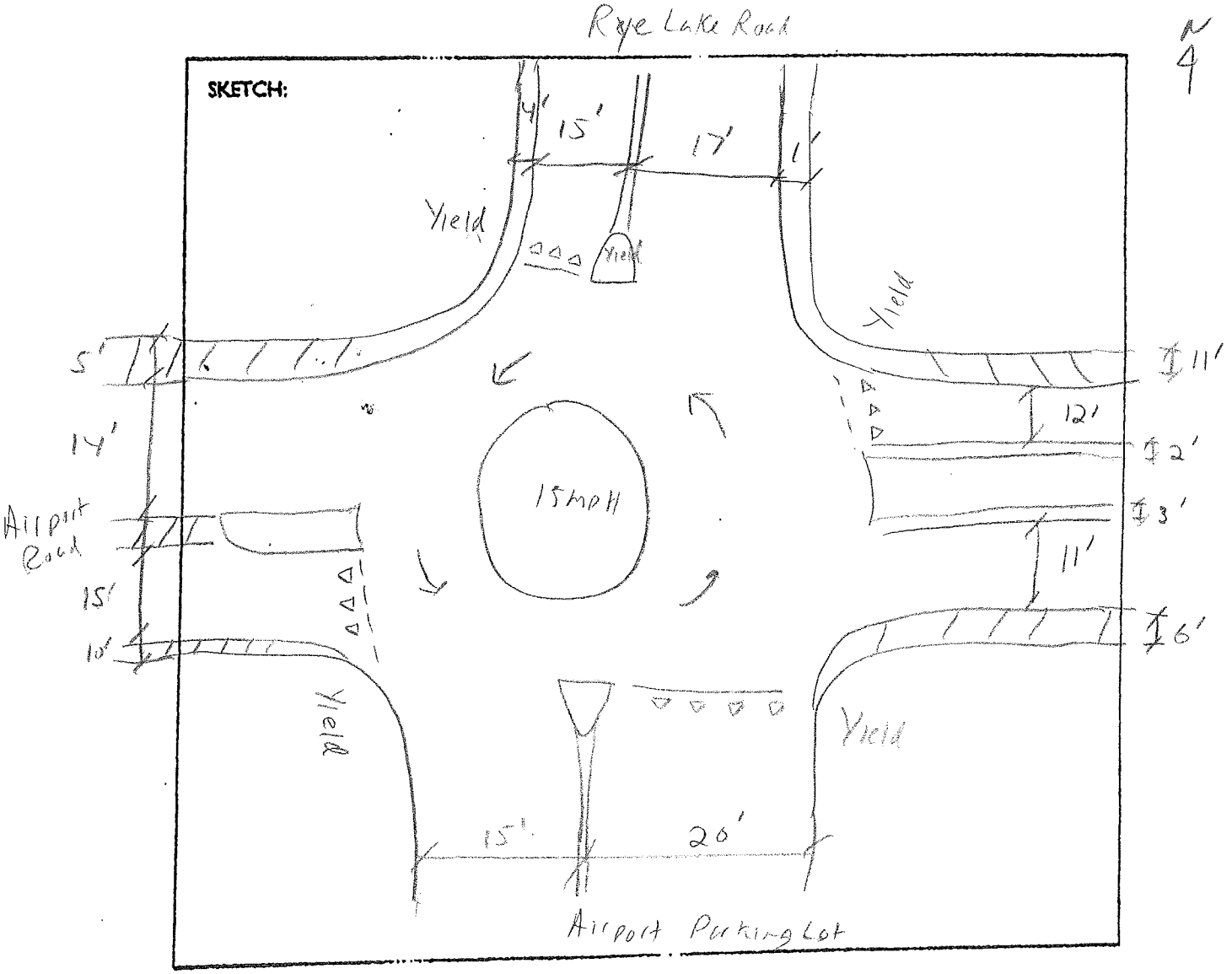
(7)

J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

Project LCAP Location Airport Road / Rye Lake Avenue Date 12/08

Project No. — Weather — Surveyor's Name ZK



PHASING: Unsignalized

SIGNAL TIMING: Unsignalized

(8)

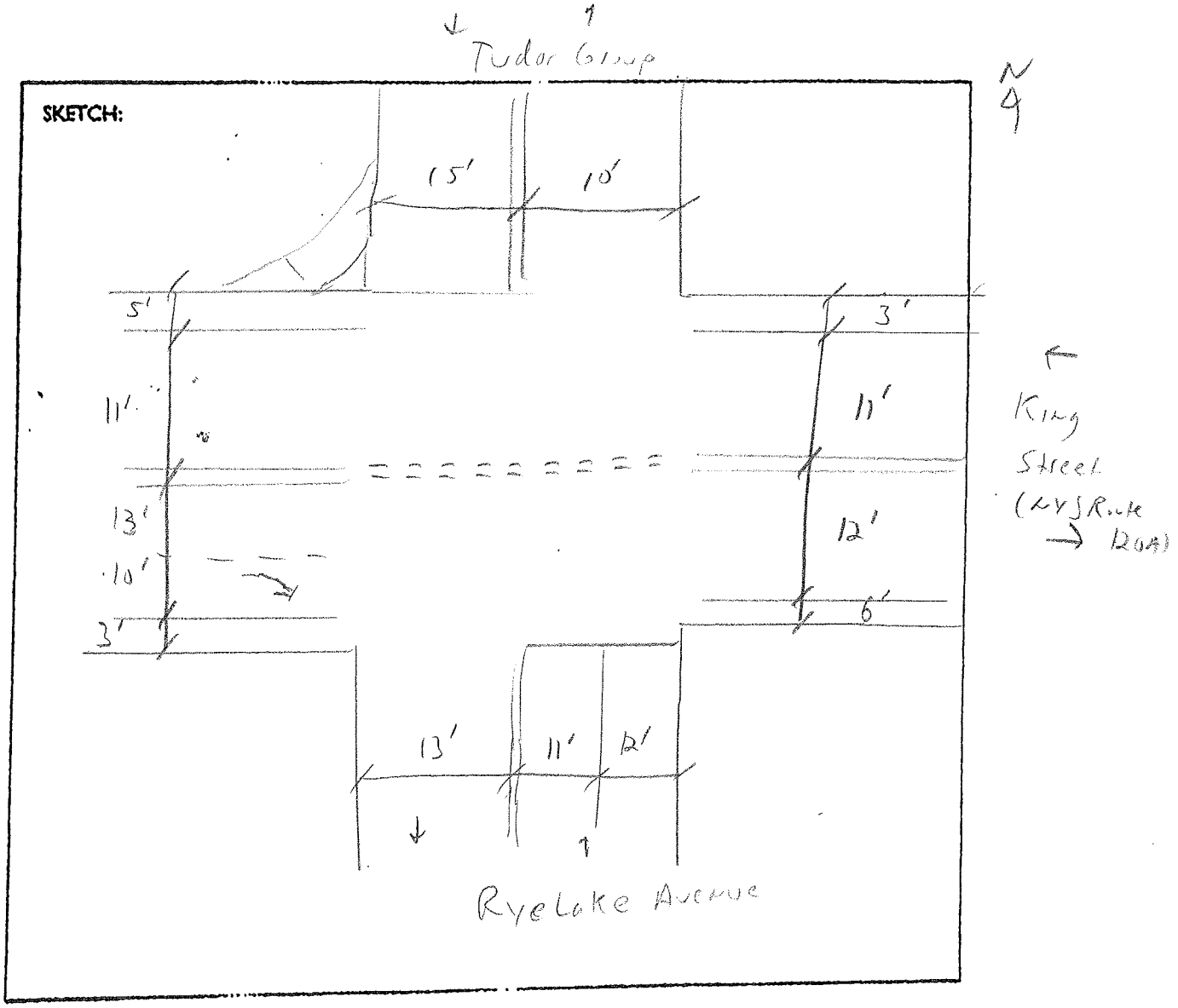
J.RAP & ASSOCIATES, INC.

PHYSICAL INVENTORY SHEET

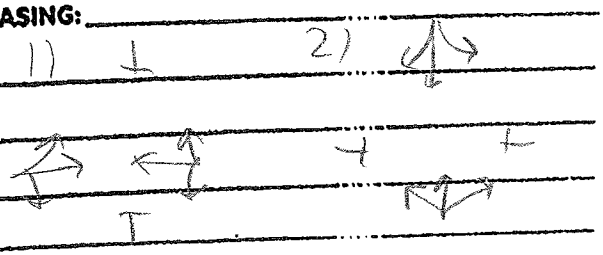
Project WCAP Location Rye Lake Avenue (King Street) / NYS Route 120A Date 12/08

Project No. — Weather — Surveyor's Name ZK

SKETCH:



PHASING:



SIGNAL TIMING: 6 YEAR Cycle

1) Rye Lake Avenue 20" 5"

2) King Street 30" 5" 60"

Actuated

(9)

J.RAP & ASSOCIATES, INC.

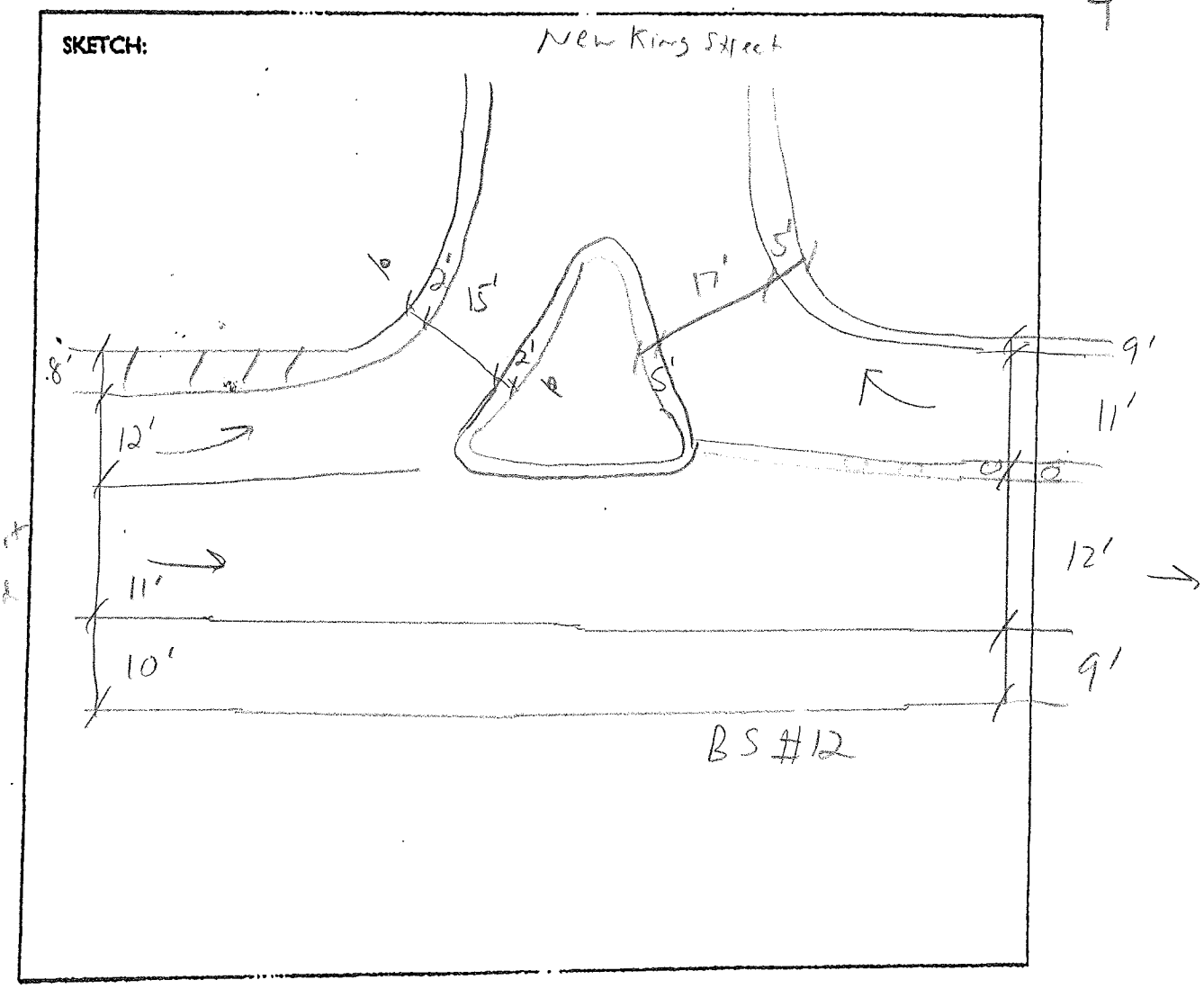
PHYSICAL INVENTORY SHEET

Project WCAP Location Airport Road / New King Street Date 12/08

Project No. — Weather — Surveyor's Name ZR

9 4

SKETCH:



PHASING: Unsignalized

4 - Step Size

SIGNAL TIMING: Unsignalized

E-26X

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

Study :
Contract :
PIN:
File :

PAGE 1 OF 17 PAGES

W14-4 SIGNAL NO(S)

WESTCHESTER COUNTY

INTERSECTION ROUTE 120 AT AIRPORT DR./RAMP TO I-684

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed _____ as Section 2055.38 Subdivision (K)

Prior specifications hereby superseded ☐ None ☒ 6/19/86

Purpose : Upgrade under H.W.P. # 8-96-0937 (AMMENDED)

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

1. This Signal shall

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

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

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

as shown in the ☒ schematic ☐ scaled drawing on page 3

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

_____ Wm. D. FITZPATRICK RTE
Date Signature Title

cc: ( ) ☐ Main Office
(1) ☒ Region 8 Traffic Engineer
(3) ☒ SIGNAL SHOP 'B'

Installation Date _____
Modification Date _____

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
Description: RTE 120 @ AIRPORT DR RAMP TO I-684

DATE: 10/04/00 TIME: 09:13:53

++

*** Phase Notes ***

Phase 1: RTE 120 (NORTHBOUND)
Phase 2:
Phase 3: I-684 RAMP (EASTBOUND)
Phase 4: AIRPORT ACCESS ROAD (WESTBOUND)
Phase 5: RTE 120 (SOUTHBOUND)
Phase 6: RTE 120 LEFT TURN (NORTHBOUND)
Phase 7:
Phase 8:

* * * * * *

W144 SIGNAL NO(S) | WESTCHESTER COUNTY | _____ DATE | PAGE _____ OF _____ PAGES

TABLE OF OPERATION

PHASES	FACES							
	1	2	3	4	5	6	7	8
Ø1	GREEN	GREEN	RED	RED	RED	RED	RED	RED
Ø1 + Ø5	GREEN	GREEN	GREEN	GREEN	RED	RED	RED	RED
Ø1 + Ø6	GREEN/←	GREEN	RED	RED	RED	RED	RED	RED
Ø3	RED	RED	RED	RED/→	GREEN/ ←	GREEN/←	RED	RED
Ø4	RED	RED	RED	RED	RED	RED	GREEN	GREEN
FLASHING OPERATION	YELLOW	YELLOW	YELLOW	YELLOW	RED	RED	RED	RED

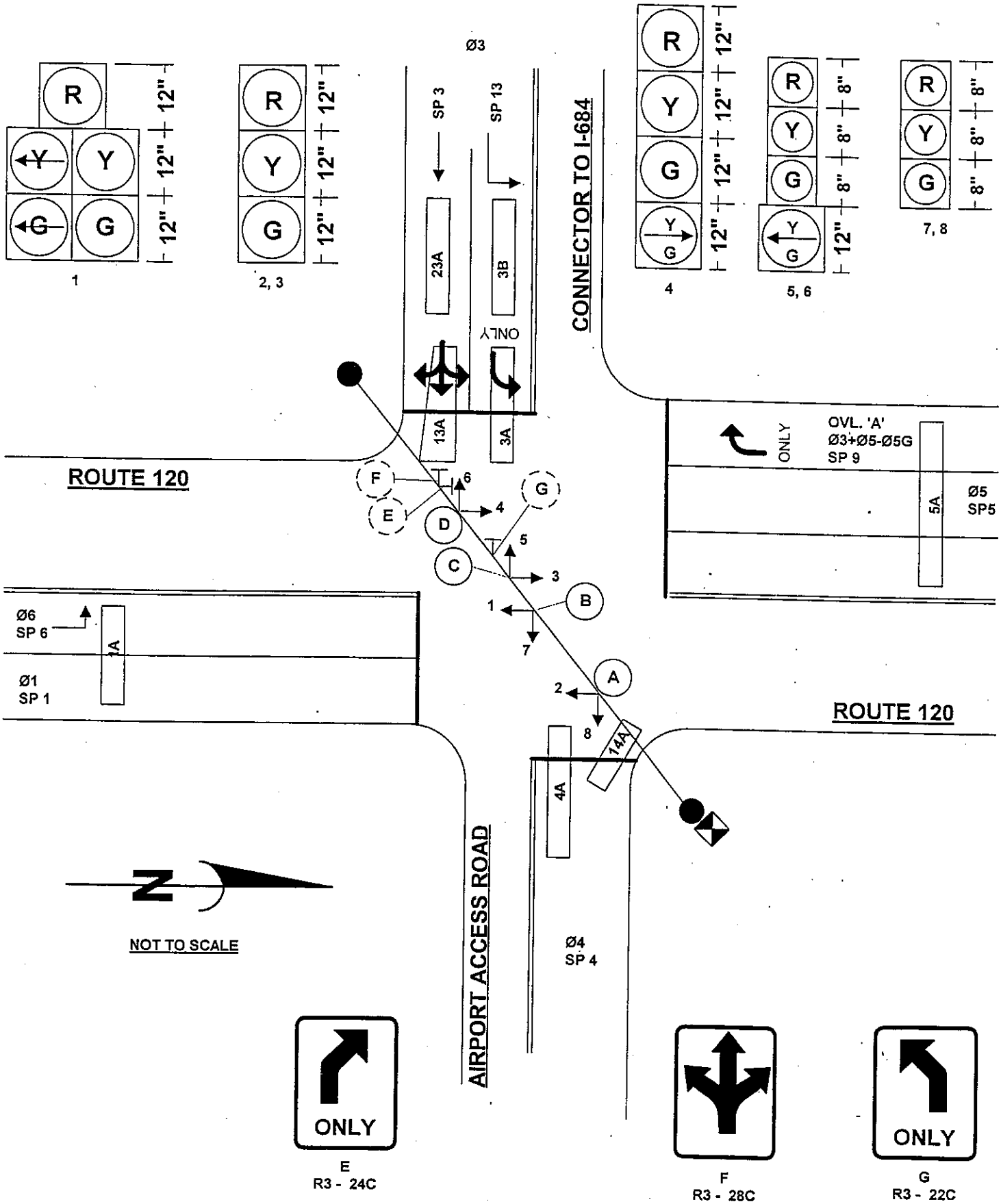
TABLE OF CLEARENCES

TO	FROM			
	GREEN	GREEN/ ←	RED/ →	RED
GREEN	GREEN	GREEN/	RED/ →	RED
	GREEN	GREEN	RED/ →	RED
GREEN/ ←	GREEN			RED
	GREEN			RED
RED/ →	YELLOW/ →			RED
	RED/ →			RED
RED	YELLOW	YELLOW/ ←		RED
	RED	RED		RED

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

STUDY:
CONTRACT:
PIN:
FILE:

W144 SIGNAL NO(S) **WESTCHESTER** COUNTY _____ DATE PAGE _____ OF _____ PAGES



CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 10/04/00 TIME: 09:22:18
++

TE 261 (11/95) PHASE TIMING DATA/TIMER INTERVALS

INTERVAL	PHASE/ INT. #	F1	F2	F3	F4	F5	F6	F7	F8
MEMORY/RECALL	00	001	000	000	000	001	001	000	000
WALK	01	___	___	___	___	___	___	___	___
PEDESTRIAN CLEARANCE	02	___	___	___	___	___	___	___	___
INITIAL	03	005	___	004	004	005	003	___	___
VARIABLE INITIAL	04	02.0	__._	__._	__._	02.0	02.0	__._	__._
VARIABLE INIT. LIMIT	05	010	___	___	___	010	___	___	___
TIME BEFOR REDUCTION	06	010	___	___	___	010	___	___	___
TIME TO REDUCE	07	005	___	___	___	005	___	___	___
MAXIMUM GAP	08	04.0	__._	06.0	06.0	04.0	02.0	__._	__._
MINIMUM GAP	09	02.0	__._	__._	__._	02.0	__._	__._	__._
GAP CLOCK	10	USED	WITH	DAA	ONLY	USED	WITH	DBB	ONLY
MAXIMUM GREEN 1	11	040	___	040	040	040	010	___	___
MAXIMUM GREEN 2	12	010	___	090	025	010	005	___	___
MAXIMUM GREEN 3	13	040	___	040	050	040	015	___	___
RECALL GREEN	14	030	___	030	030	030	010	___	___
YELLOW CLEARANCE	15	04.0	__._	04.0	04.0	04.0	04.0	__._	__._
RED CLEARANCE	16	01.0	__._	01.0	01.0	01.0	01.0	__._	__._
THIRD CLEARANCE	17	__._	__._	__._	__._	__._	__._	__._	__._
FOURTH CLEARANCE	18	__._	__._	__._	__._	__._	__._	__._	__._
		F1	F2	F3	F4	F5	F6	F7	F8

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:11:40

++

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

TIMING/RANGE	FUNCTION	LOC.	TIME
IN SECONDS	STARTUP CLEARANCE TIMER A	2100	002
IN SECONDS	STARTUP CLEARANCE TIMER B	2101	___
IN MINUTES	DETECTOR ANALYSIS TIME	2102	034
000 = GREEN GATING 001 = UNCONDITIONAL IN SECONDS / 004-012	UNCONDITIONAL DELAY/EXTENSION ALL RED STARTUP TIMER	2103 2104	___ 008
ENABLE = 000 DISABLE = 170	ACLINE FATAL ERROR SWITCH	2110	___
ENABLE = 102 DISABLE = 000	DIAGNOSTIC MESSAGE CIRCULAR BUFFER (USED WITH GUARD)	2111	___
001 - 255	MAXIMUM RANDOM INPUT INTERVAL	2115	___
001 - 040	MAX NO OF PERMITTED DETECTORS	2116	___
ENABLE = 099 DISABLE = 000	RANDOM INPUTS SWITCH WORD	2117	___

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:18:22

++

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

DELAY TIMES - (DELAY TIME IN TENTHS OF SECONDS)

DETECTOR # 1	2140	__._	DETECTOR #15	214E	__._
DETECTOR # 2	2141	__._	DETECTOR #16	214F	__._
DETECTOR # 3	2142	05.0	DETECTOR #17	2150	__._
DETECTOR # 4	2143	05.0	DETECTOR #18	2151	__._
DETECTOR # 5	2144	__._	DETECTOR #19	2152	__._
DETECTOR # 6	2145	__._	DETECTOR #20	2153	__._
DETECTOR # 7	2146	__._	DETECTOR #21	2154	__._
DETECTOR # 8	2147	__._	DETECTOR #22	2155	__._
DETECTOR # 9	2148	__._	DETECTOR #23	2156	[illegible]
DETECTOR #10	2149	__._	DETECTOR #24	2157	__._
DETECTOR #11	214A	__._	DETECTOR #25	2158	__._
DETECTOR #12	214B	__._	DETECTOR #26	2159	__._
DETECTOR #13	214C	05.0	DETECTOR #27	215A	__._
DETECTOR #14	214D	10.0	DETECTOR #28	215B	__._

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:18:32
++

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

EXTENSION TIMES - (EXTENSION TIME IN TENTHS OF SECONDS)

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:18:43

++

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

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

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:18:51

++

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

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:19:14
++

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

001-012	BEGIN DAYLIGHT SAVINGS TIME MONTH	21EC	004
001-012	END DAYLIGHT SAVINGS TIME MONTH	21ED	010
001=FIRST 002=SECOND 003=THIRD 004=FOURTH 005=LAST OR FIFTH	BEGIN DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EE	001
	END DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EF	005

001 - 012	*MONTH OF YEAR	21F0	xxx
001 - 031	*DAY OF MONTH	21F1	xxx
000 - 099	*YEAR	21F2	xxx
000 - 023	*HOUR OF DAY	21F3	xxx
000 - 059	*MINUTE OF HOUR	21F4	xxx
000 - 059	*SECOND OF MINUTE	21F5	xxx
001 - 007	DAY OF WEEK	21F6	xxx
001 - 053 (READ ONLY)	WEEK OF YEAR	21F7	xxx

*Use "C8" and "C9" commands to display

001 = To portable card 002 = From portable card	TRANSFER MASTER CLOCK	21F8	xxx

* * * 21F0-21F8 NOT IMPLEMENTED. USE CLOCK DOWNLOAD FUNCTION. * * *

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:19:22

++

TE 262-F (11/95) FAILURE ALARM DATA

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:22:51
++

TE 262-4 (11/95)

PROGRAMMABLE FEATURES

FUNCTION	PHASE WORD 8	4	2	1	8	4	2	1	LOC.	CODE
VEHICLE PHASES PERMITTED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2200	BC
PEDESTRIAN PHASES PERMITTED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2201	__
	SP	SP	SP	SP	SP	SP	SP	SP		
STARTUP A OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2202	22
STARTUP A OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2203	31
STARTUP A OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	2204	20
STARTUP A OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	2205	__
STARTUP A OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	2206	__
STARTUP A OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	2207	04
STARTUP B OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2208	__
STARTUP B OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2209	__
STARTUP B OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	220A	__
STARTUP B OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	220B	__
STARTUP B OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	220C	__
STARTUP B OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	220D	__
STARTUP PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	220E	A0

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:23:14
++

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

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

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:24:22
++

TE 262-5 (11/95) DETECTOR INPUT WORDS

INPUT NUMBER	LOC.	FUNC CODE	INPUT NUMBER	LOC.	FUNC CODE
INPUT # 1	2214	18	INPUT #16	2223	__
INPUT # 2	2215	__	INPUT #17	2224	__
INPUT # 3	2216	38	INPUT #18	2225	__
INPUT # 4	2217	48	INPUT #19	2226	__
INPUT # 5	2218	58	INPUT #20	2227	__
INPUT # 6	2219	__	INPUT #21	2228	__
INPUT # 7	221A	__	INPUT #22	2229	__
INPUT # 8	221B	__	INPUT #23	222A	~~38~~
INPUT # 9	221C	__	INPUT #24	222B	__
INPUT #10	221D	__	INPUT #25	222C	__
INPUT #11	221E	__	INPUT #26	222D	__
INPUT #12	221F	__	INPUT #27	222E	__
INPUT #13	2220	38	INPUT #28	222F	__
INPUT #14	2221	48			
INPUT #15	2222	__			

INPUT FUNC CODES

PED BUTTON	= X2
CALLING DET	= X4
NORMAL DET	= X8
EX PED	= 02
PREEMPT C	= 21
PREEMPT B	= 41
PREEMPT A	= 81
ϕ SLCT OMT A	= B1
ϕ SLCT OMT B	= B2
ϕ SLCT OMT C	= B4
ϕ SLCT OMT D	= B8
CYCLE 1	= C8
CYCLE 2	= C9
CYCLE 3	= CA
SYNC	= CB
OFFSET 1	= CC
OFFSET 2	= CD
OFFSET 3	= CE
FREE	= CF

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:25:37

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

FUNCTION		LOC.	CODE
INPUT JUMPING/SWITCHING	SECONDARY FUNCTION - INPUT #1	223C	68
	SECONDARY FUNCTION - INPUT #2	223D	__
NOTE: ANY INPUT	SECONDARY FUNCTION - INPUT #3	223E	__
FUNCTION CODE CAN BE	SECONDARY FUNCTION - INPUT #4	223F	__
USED AS A SECONDARY	SECONDARY FUNCTION - INPUT #5	2240	__
FUNCTION CODE.	SECONDARY FUNCTION - INPUT #6	2241	__
	SECONDARY FUNCTION - INPUT #7	2242	__
	SECONDARY FUNCTION - INPUT #8	2243	__

INPUT #1 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2244	FF
INPUT #2 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2245	__
INPUT #3 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2246	__
INPUT #4 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2247	__
INPUT #5 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2248	__
INPUT #6 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2249	__
INPUT #7 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	224A	__
INPUT #8 - SECOND PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	224B	__

DETECTOR ANALYSIS										
LOW OCCUPANCY OVERRIDE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	224C	__
HIGH OCCUPANCY OVERRIDE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	224D	__

MISCELLANEOUS (@ = NOT IMPLEMENTED)

@ OFFSET HOLD-PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	224E	__

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:27:24
++

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

FUNCTION (X)	SPECIFIER (Y)	SWITCH PACK	LOC.	CODE
0 = PHASE	1-8 = PHASE			
		SP1	2270	01
1 = PED ***	1 (9) = PEDA 4 (C) = PEDD	SP2	2271	__
	2 (A) = PEDB 5 (D) = PEDE	SP3	2272	03
	3 (B) = PEDC 6 (E) = PEDF	SP4	2273	04
2 = OVERLAP	1 = OVLA 4 = OVLD	SP5	2274	05
	2 = OVLB 5 = OVLE	SP6	2275	06
	3 = OVLC 6 = OVLF	SP7	2276	__
		SP8	2277	__
4 = DOUBLE CLR	1 = DCA 2 = DCB	SP9*	2278	21
	3 = DCC 4 = DCD	SP10	2279	__
	5 = DCE 6 = DCF			
6 = DC/OVL	1 = DC/OVLA 2 = DC/OVLB	SP11**	227A	__
		SP12	227B	__
C = MASTER OUTPUTS (R/Y/G)	0 = UNUSED/OFF2/OFF3	SP13	227C	03
	C = CYC1/CYC2/CYC3	SP14	227D	__
	F = FREE/SYNC/OFF1			

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:28:50

++

TE 262-7A (11/95)

OVERLAPS

FUNCTION	PHASE WORD 8	4	2	1	8	4	2	1	LOC.	CODE
OVERLAP A GREEN PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	227E	08
OVERLAP B GREEN PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	227F	__
OVERLAP C GREEN PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2280	__
OVERLAP D GREEN PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2281	__
OVERLAP E GREEN PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2282	__
OVERLAP F GREEN PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2283	__
OVERLAP A CLEARANCE PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2284	28
OVERLAP B CLEARANCE PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2285	__
OVERLAP C CLEARANCE PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2286	__
OVERLAP D CLEARANCE PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2287	__
OVERLAP E CLEARANCE PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2288	__
OVERLAP F CLEARANCE PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2289	__
DC/OVL A DBL. CLEAR PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	228A	__
DC/OVL B DBL. CLEAR PHASE	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	228B	__
DC/OVL A OVL GREEN PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	228C	__
DC/OVL B OVL GREEN PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	228D	__
DC/OVL A CLEARANCE PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	228E	__
DC/OVL B CLEARANCE PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	228F	__

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:29:00
++

TE 262-8 (11/95) OUTPUT CONTROL WORDS

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:29:08

++

TE 262-8A (11/95) OUTPUT CONTROL WORDS (CONT.)

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:29:15
++

TE 262-9 (11/95)

PHASE SELECTION

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:29:32

++

TE 262-9A (11/95) PREEMPTION WORDS

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

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

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:30:42

++

TE 262-10 (11/95) TIMECLOCK FUNCTIONS

FUNCTION	8	4	2	1	8	4	2	1	LOC.	CODE
		SP	SP		SP	SP	SP	SP		
FLASH OUTPUT	-	3Y	3R	-	2Y	2R	-	1R	22CE	__
FLASH OUTPUT	-	6Y	6R	-	5Y	5R	-	4R	22CF	__
FLASH OUTPUT	-	9Y	9R	-	8Y	8R	-	7R	22D0	__
FLASH OUTPUT	-	12Y	12R	-	11Y	11R	-	10R	22D1	__
FLASH OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	22D2	__
FLASH OUTPUT	-	14Y	14R	-	13Y	13R	-	-	22D3	__
OMIT A PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22D4	__
OMIT B PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22D5	__
REST IN RED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22D6	__
MAX GRN II PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22D7	A8
MAX GRN III PHASE WORD	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22D8	__
INPUT 1-16 BY TIMECLOCK	1	3	5	7	9	11	13	15		
	2	4	6	8	10	12	14	16	22D9	__
INPUT 17-28 BY TIMECLOCK	17	19	21	23	25	27				
	18	20	22	24	26	28			22DA	__

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150

++

TE 264-1 (11/95) MODEL 179 TIMECLOCK EVENT TABLE

	A	B	C	D		A	B	C	D
EVENT #	DAY PROG. #	PATT. #	TIME CLOCK FUNCT	TIME HR : MIN.	EVENT #	DAY PROG. #	PATT. #	TIME CLOCK FUNCT	TIME HR : MIN.
E001	001	000	008	07:3	E007	___	___	___	__:_
E002	001	000	000	09:3	E008	___	___	___	__:_
E003	001	000	016	16:0	E009	___	___	___	__:_
E004	001	000	000	18:0	E010	___	___	___	__:_
E005	___	___	___	__:_	E011	___	___	___	__:_
E006	___	___	___	__:_	E012	___	___	___	__:_

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 10/04/00 TIME: 09:21:35
++

TE 264-2 (11/95) TABLE OF WEEK PROGRAMS

WEEK #		001	002	003	004	005	006	007	008	009	010
DAY	CODE	d01	d02	d03	d04	d05	d06	d07	d08	d09	d10
SUN	1	___	___	___	___	___	___	___	___	___	___
MON	2	001	___	___	___	___	___	___	___	___	___
TUES	3	001	___	___	___	___	___	___	___	___	___
WED	4	001	___	___	___	___	___	___	___	___	___
THUR	5	001	___	___	___	___	___	___	___	___	___
FRI	6	001	___	___	___	___	___	___	___	___	___
SAT	7	___	___	___	___	___	___	___	___	___	___

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:32:38
++

TE 264-3 (11/95) TABLE OF YEAR PROGRAMS

CODE	WEEK NO.	CODE	WEEK PROG#	CODE	WEEK NO.	CODE	WEEK PROG#	CODE	WEEK NO.	CODE	WEEK PROG#
2550	___	2551	___	2562	___	2563	___	2574	___	2575	___
2552	___	2553	___	2564	___	2565	___	2576	___	2577	___
2554	___	2555	___	2566	___	2567	___	2578	___	2579	___
2556	___	2557	___	2568	___	2569	___	257A	___	257B	___
2558	___	2559	___	256A	___	256B	___	257C	___	257D	___
255A	___	255B	___	256C	___	256D	___	257E	___	257F	___
255C	___	255D	___	256E	___	256F	___	2580	___	2581	___
255E	___	255F	___	2570	___	2571	___	2582	___	2583	___
2560	___	2561	___	2572	___	2573	___				

CCS = 87B Signal # = 144 Rte = 120 Rte Seq # = 150
DATE: 11/21/98 TIME: 12:32:55
++

TE 264-4 (11/95) TABLE OF EXCEPTION DAYS

CODE	MONTH NO.	CODE	DAY OF MONTH	CODE	DAY PROG NO.
2590	___	2591	___	2592	___
2593	___	2594	___	2595	___
2596	___	2597	___	2598	___
2599	___	259A	___	259B	___
259C	___	259D	___	259E	___
259F	___	25A0	___	25A1	___
25A2	___	25A3	___	25A4	___
25A5	___	25A6	___	25A7	___

CODE	MONTH NO.	CODE	DAY OF MONTH	CODE	DAY PROG NO.
25A8	___	25A9	___	25AA	___
25AB	___	25AC	___	25AD	___
25AE	___	25AF	___	25B0	___
25B1	___	25B2	___	25B3	___
25B4	___	25B5	___	25B6	___
25B7	___	25B8	___	25B9	___
25BA	___	25BB	___	25BC	___
25BD	___	25BE	___	25BF	___

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____

SIGNAL # W144 COUNTY # WEST DATE _____

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	RED	1	SP 1 R	14 / 15C - B - R	2	SP 1 R	14 / 10C - A - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø3	RED	5	SP 3 R	14 / 15C - C - R/B	6	SP 3 R	14 / 15C - D - R/W
		YELLOW		SP 3 Y	- O/B		SP 3 Y	- BL/W
		GREEN		SP 3 G	- G/B		SP 3 G	- G/W
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- B/W
4	Ø4	RED	7	SP 4 R	14 / 15C - B - R/W	8	SP 4 R	14 / 10C - A - R/B
		YELLOW		SP 4 Y	- BL/W		SP 4 Y	- O/B
		GREEN		SP 4 G	- G/W		SP 4 G	- G/B
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- W/B
5	Ø5	RED	3	SP 5 R	14 / 15C - C - R	4	SP 5 R	14 / 15C - D - R
		YELLOW		SP 5 Y	- O		SP 5 Y	- O
		GREEN		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	----------	1	SP 6 R	----------		SP 6 R	
		←		SP 6 Y	14 / 15C - B - O/B		SP 6 Y	
				SP 6 G	- G/B		SP 6 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9	OVL. 'A' Ø3+Ø5-Ø5G	----------	4	SP 9 R	----------		SP 9 R	
		→		SP 9 Y	14 / 15C - D - O/B		SP 9 Y	
				SP 9 G	- G/B		SP 9 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø3	----------	5	SP 13 R	----------	6	SP 13 R	----------
		←		SP 13 Y	14 / 15C - C - BL/W		SP 13 Y	14 / 15C - D - BL/B
				SP 13 G	- G/W		SP 13 G	- BL
		Ground Wire		Grnd Bus	- B/W		Grnd Bus	- B
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____

SIGNAL # W144 COUNTY # WEST. DATE _____

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 6, 7, 8, 9 - 14
SP1 - SP6				
SP1 - SP9				
SP3 - SP9				
SP3 - SP13				
[redacted]				
SP5 - SP9				
SP9 - SP13				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 17 OF 17

SIGNAL # W144 COUNTY # WEST. DATE _____

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A	LOOP		POINT
2A, 2B					
3A, 3B	Ø3	3A, 3B	LOOPS		PRESENCE
4A, 4B	Ø4	4A	LOOP		PRESENCE
5A, 5B	Ø5	5A	LOOP		POINT
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	Ø3	13A	QUAD.		PRESENCE
14A, 14B	Ø4	14A	LOOP		PRESENCE
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø3	23A	LOOP		PRESENCE
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TAPS — MODEL 179 OPERATING INSTRUCTIONS
KEYBOARD INPUT COMMANDS — SUMMARY

D<LOCATION #>:

d a a a a x x	or	d a a a a t t t	or	d a a a a A t t t

d = DISPLAY LOCATION # COMMAND
aaaa = LOCATION # ENTERED
A = DAY PROGRAM EVENT PART (A-D)
(LOCATIONS E001 - E192 ONLY)
xx = HEX. DATA VALUE (OO-FF)
ttt = DECIMAL DATA VALUE (000-255)

DAA<TIMING INT. #>:

d A A i i F a: t t t

dAA = DISPLAY RING A INTERVAL COMMAND
ii = INTERVAL NUMBER ENTERED (00-31)
F = FAZE
a = RING A PHASE # (1-4) - DYNAMIC
ttt = INTERVAL TIMING - DYNAMIC

DBB<TIMING INT. #>:

d b b j j F b: s s s

dbb = DISPLAY RING B INTERVAL COMMAND
jj = INTERVAL NUMBER ENTERED (00-31)
F = FAZE
b = RING B PHASE # (5-8) - DYNAMIC
sss = INTERVAL TIMING - DYNAMIC

DCC<DETECTOR #>:

d C C l l x x x

dCC = DISPLAY DETECTOR COUNT COMMAND
ll = DETECTOR NUMBER ENTERED (01-40)
xxx = NUMBER OF ACTUATIONS SINCE TERMINATION OF PHASE GREEEN

CC7:

:C 7: mm:d d:y y

C7 = CHIP DATE month/day/year COMMAND
mm = MONTH (01-12)
dd = DAY (01-31)
yy = YEAR (00-99)

CC8:

:C 8: mm:d d:y y

C8 = MASTER CLOCK month/day/year COMMAND
mm = MONTH (01-12)
dd = DAY (01-31)
yy = YEAR (00-99)

CC9:

:C 9: h h:m m:s s

C9 = MASTER CLOCK hour/min/sec COMMAND
hh = HOUR (00-23)
mm = MINUTE (00-59)
ss = SECOND (00-59)

CCA:

F a:C A:z z i i: t t t

CA = RING A DYNAMIC DISPLAY COMMAND
F = FAZE
a = RING A ACTIVE PHASE # (1-4)
ii = RING A ACTIVE PHASE TIMING INTERVAL #
ttt = DYNAMIC INTERVAL TIMING
zz = PHASE TERMINATION MODE - FLASHING
FLASHING DURING CLEARANCE

CCB:

z z:C B:F b j j: s s s

CB = RING B DYNAMIC DISPLAY COMMAND
F = FAZE
b = RING B ACTIVE PHASE # (5-8)
jj = RING B ACTIVE PHASE TIMING INTERVAL #
sss = DYNAMIC INTERVAL TIMING
zz = PHASE TERMINATION MODE - FLASHING

CCC:

F a:C C:F b i i: :j j

CC = DUAL RING DYNAMIC DISPLAY COMMAND
F = FAZE
a = RING A ACTIVE PHASE # (1-4)
b = RING B ACTIVE PHASE # (5-8)
ii = RING A ACTIVE PHASE TIMING INTERVAL #
jj = RING B ACTIVE PHASE TIMING INTERVAL #
(ii and jj replaced by zz during clearance)

CCD:

i i:C D:j j t t t s s s

CD = DUAL RING DYNAMIC DISPLAY COMMAND
ii = RING A ACTIVE PHASE TIMING INTERVAL #
jj = RING B ACTIVE PHASE TIMING INTERVAL #
ttt = RING A DYNAMIC INTERVAL TIMING
sss = RING B DYNAMIC INTERVAL TIMING

CCE:

m m:C E:n n g g.g h h.h

CE = MAX GRN/GAP DUAL RING DISPLAY COMMAND
mm = RING A MAX GRN TIMER — DYNAMIC
nn = RING B MAX GRN TIMER - DYNAMIC
gg.g = RING A GAP TIMER - DYNAMIC
hh.h = RING B GAP TIMER - DYNAMIC

E 260 (7/91)
REVERSE

TAPS — MODEL 179 OPERATING INSTRUCTIONS
KEYBOARD INPUT COMMANDS — SUMMARY

CCF:

```
y y:C F:m m
d d:h h:t t
```

CF = CABINET FLASH DISPLAY COMMAND
yy = YEAR (00-99)
mm = MONTH (01-12)
dd = DAY (01-31)
hh = HOUR (00-23)
tt = MINUTE (00-59)

C00:

```
x x:0 0:z z
      A A A
```

00 = PATTERN NUMBER DISPLAY COMMAND
xx = PATTERN # IN EFFECT
zz = MODE
AAA = CYCLE LENGTH IN EFFECT

C01:

```
O F:0 1:S Y
b b b a a a
```

01 = CYCLE/OFFSET DISPLAY COMMAND
OF = OFFSET
SY = SYSTEM
bbb = LOCAL CYCLE TIMER
aaa = SYSTEM CYCLE TIMER

C02:

```
CY:0 2:z z
b b b a a a
```

02 = VEHICLE PERMISSIVE DISPLAY COMMAND
CY = CYCLE
zz = PERMISSIVE IN EFFECT
bbb = LOCAL CYCLE TIMER
aaa = PERMISSIVE TIMER
call lights = phases not omitted

C03:

```
CY:0 3:z z
b b b a a a
```

03 = PEDESTRIAN PERMISSIVE DISPLAY COMMAND
CY = CYCLE
zz = PEDESTRIAN PERMISSIVE IN EFFECT
bbb = LOCAL CYCLE TIMER
aaa = PERMISSIVE TIMER
call lights = ped phase not omitted

C04:

```
CY:0 4:z z
b b b a a a
```

04 = FORCE OFF DISPLAY COMMAND
CY = CYCLE
zz = FORCE OFF COMING UP
bbb = LOCAL CYCLE TIMER
aaa = TIME TO FORCE OFF
call lights = phases forced off

DISPLAY COMMANDS

F<ALARM LOC #>:

```
F a a r n n
      x x x
```

F = FAILURE ALARM DISPLAY COMMAND
aa = ALARM LOC NUMBER ENTERED (00-31)
r = RESETS OR OCCURANCES
nn = NUMBER OF RESETS (00-12)
xxx = FAILURE ALARM CODE

FAILURE ALARM CODES

001-032 HIGH OCCUPANCY DETECTOR 01-32
101-132 LOW OCCUPANCY DETECTOR 01-32
201-232 DETECTOR ANALYSIS OVERRIDE DETECTOR 01-32
099 MASTER CLOCK RTCA ERROR-RESET CLOCK
098 EXCLUSIVE PEDESTRIAN PUSH BUTTON ERROR
097 COMMUNICATIONS ERROR
089 MODEL 602 MODEM SETUP ERROR
088 MODEL 602 MODEM SETUP ERROR
084 RTCA ERROR
083 MASTER CLOCK DATA ERROR-RESET CLOCK
082 MAIN A.C. SERVICE ERROR-CHECK SERVICE
079 PATTERN CONSISTENCY CHECK ERROR (COORD)
078 LATE RETURN TO ARTERY (COORD)

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

TE-26X

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

Study :
Contract : D258096
PIN: 8826.11.321
File : 55.37-120

W-571 SIGNAL NO(S) | WESTCHESTER COUNTY

INTERSECTION ROUTE 120 AT NEW KING STREET

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed _____ as Section _____ Subdivision _____

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D258096.

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

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 3 as a :

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

B.

- ☐ Display vehicular indications
- ☒ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian pushbuttons

as shown in the ☐ schematic ☒ scaled drawing on page 3

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

TBC W/ W-586

cc: ( ) ☐ Main Office
(1) ☒ Region 8 Traffic Engineer
(2) ☒ SIGNAL SHOP
(1) ☒ CONTRACT NAINTAINER

_____ _____ RTE
Date Signature Title

Installation Date _____

Modification Date _____

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:40:34
++

TE 261 (11/95) PHASE TIMING DATA/TIMER INTERVALS

INTERVAL	PHASE/ INT. #	F1	F2	F3	F4	F5	F6	F7	F8
MEMORY/RECALL	00	003	000	000	000	003	000	000	000
WALK	01	___	___	___	___	___	___	___	___
PEDESTRIAN CLEARANCE	02	___	___	___	___	___	___	___	___
INITIAL	03	005	___	003	___	005	___	___	___
VARIABLE INITIAL	04	__._	__._	__._	__._	__._	__._	__._	__._
VARIABLE INIT. LIMIT	05	050	050	050	050	050	050	050	050
TIME BEFOR REDUCTION	06	___	___	___	___	___	___	___	___
TIME TO REDUCE	07	___	___	___	___	___	___	___	___
MAXIMUM GAP	08	03.0	00.1	02.0	00.1	03.0	00.1	00.1	00.1
MINIMUM GAP	09	__._	__._	__._	__._	__._	__._	__._	__._
GAP CLOCK	10	USED	WITH	DAA	ONLY	USED	WITH	DBB	ONLY
MAXIMUM GREEN 1	11	035	___	030	___	035	___	___	___
MAXIMUM GREEN 2	12	___	___	___	___	___	___	___	___
MAXIMUM GREEN 3	13	___	___	___	___	___	___	___	___
RECALL GREEN	14	035	___	025	___	025	___	___	___
YELLOW CLEARANCE	15	04.0	__._	04.0	__._	04.0	__._	__._	__._
RED CLEARANCE	16	01.0	__._	01.0	__._	01.0	__._	__._	__._
THIRD CLEARANCE	17	__._	__._	__._	__._	__._	__._	__._	__._
FOURTH CLEARANCE	18	__._	__._	__._	__._	__._	__._	__._	__._
		F1	F2	F3	F4	F5	F6	F7	F8

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:45:54
++

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

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:46:42
++

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

DELAY TIMES - (DELAY TIME IN TENTHS OF SECONDS)

DETECTOR # 1	2140	__._	DETECTOR #15	214E	__._
DETECTOR # 2	2141	__._	DETECTOR #16	214F	__._
DETECTOR # 3	2142	__._	DETECTOR #17	2150	__._
DETECTOR # 4	2143	__._	DETECTOR #18	2151	__._
DETECTOR # 5	2144	__._	DETECTOR #19	2152	__._
DETECTOR # 6	2145	__._	DETECTOR #20	2153	__._
DETECTOR # 7	2146	__._	DETECTOR #21	2154	__._
DETECTOR # 8	2147	__._	DETECTOR #22	2155	__._
DETECTOR # 9	2148	__._	DETECTOR #23	2156	05.0
DETECTOR #10	2149	__._	DETECTOR #24	2157	05.0
DETECTOR #11	214A	__._	DETECTOR #25	2158	__._
DETECTOR #12	214B	__._	DETECTOR #26	2159	__._
DETECTOR #13	214C	__._	DETECTOR #27	215A	__._
DETECTOR #14	214D	__._	DETECTOR #28	215B	__._

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:46:50
++

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

EXTENSION TIMES - (EXTENSION TIME IN TENTHS OF SECONDS)

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:47:08
++

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

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

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:47:17
++

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

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:48:13
++

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

001-012	BEGIN DAYLIGHT SAVINGS TIME MONTH	21EC	004
001-012	END DAYLIGHT SAVINGS TIME MONTH	21ED	010
001=FIRST 002=SECOND 003=THIRD 004=FOURTH 005=LAST OR FIFTH	BEGIN DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EE	001
	END DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EF	005

001 - 012	*Use "C8" and "C9" commands to display	*MONTH OF YEAR	21F0 xxx
001 - 031		*DAY OF MONTH	21F1 xxx
000 - 099		*YEAR	21F2 xxx
000 - 023		*HOUR OF DAY	21F3 xxx
000 - 059		*MINUTE OF HOUR	21F4 xxx
000 - 059		*SECOND OF MINUTE	21F5 xxx
001 - 007		DAY OF WEEK	21F6 xxx
001 - 053 (READ ONLY)		WEEK OF YEAR	21F7 xxx

001 = To portable card 002 = From portable card	TRANSFER MASTER CLOCK	21F8	xxx

* * * 21F0-21F8 NOT IMPLEMENTED. USE CLOCK DOWNLOAD FUNCTION. * * *

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:51:13
++

TE 262-F (11/95) FAILURE ALARM DATA

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:52:35
++

TE 262-4 (11/95)

PROGRAMMABLE FEATURES

FUNCTION	PHASE WORD 8	4	2	1	8	4	2	1	LOC.	CODE
VEHICLE PHASES PERMITTED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2200	A8
PEDESTRIAN PHASES PERMITTED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2201	__
	SP	SP	SP	SP	SP	SP	SP	SP		
STARTUP A OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2202	22
STARTUP A OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2203	10
STARTUP A OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	2204	__
STARTUP A OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	2205	__
STARTUP A OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	2206	__
STARTUP A OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	2207	__
STARTUP B OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2208	__
STARTUP B OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2209	__
STARTUP B OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	220A	__
STARTUP B OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	220B	__
STARTUP B OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	220C	__
STARTUP B OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	220D	__
STARTUP PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	220E	A0

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:52:43
++

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

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

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:53:35
++

TE 262-5 (11/95) DETECTOR INPUT WORDS

INPUT NUMBER	LOC.	FUNC CODE	INPUT NUMBER	LOC.	FUNC CODE
INPUT # 1	2214	18	INPUT #16	2223	__
INPUT # 2	2215	__	INPUT #17	2224	__
INPUT # 3	2216	38	INPUT #18	2225	__
INPUT # 4	2217	__	INPUT #19	2226	__
INPUT # 5	2218	58	INPUT #20	2227	__
INPUT # 6	2219	__	INPUT #21	2228	__
INPUT # 7	221A	__	INPUT #22	2229	__
INPUT # 8	221B	__	INPUT #23	222A	38
INPUT # 9	221C	__	INPUT #24	222B	38
INPUT #10	221D	__	INPUT #25	222C	__
INPUT #11	221E	18	INPUT #26	222D	__
INPUT #12	221F	__	INPUT #27	222E	__
INPUT #13	2220	38	INPUT #28	222F	__
INPUT #14	2221	__			
INPUT #15	2222	58			

INPUT FUNC CODES

PED BUTTON	= X2
CALLING DET	= X4
NORMAL DET	= X8
EX PED	= 02
PREEMPT C	= 21
PREEMPT B	= 41
PREEMPT A	= 81
ϕ SLCT OMT A	= B1
ϕ SLCT OMT B	= B2
ϕ SLCT OMT C	= B4
ϕ SLCT OMT D	= B8
CYCLE 1	= C8
CYCLE 2	= C9
CYCLE 3	= CA
SYNC	= CB
OFFSET 1	= CC
OFFSET 2	= CD
OFFSET 3	= CE
FREE	= CF

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:53:45
++

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

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:54:06
++

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

FUNCTION (X)	SPECIFIER (Y)	SWITCH PACK	LOC.	CODE
0 = PHASE	1-8 = PHASE	SP1	2270	01
1 = PED ***	1 (9) = PEDA 4 (C) = PEDD	SP2	2271	__
	2 (A) = PEDB 5 (D) = PEDE	SP3	2272	03
	3 (B) = PEDC 6 (E) = PEDF	SP4	2273	__
2 = OVERLAP	1 = OVLA 4 = OVLD	SP5	2274	05
	2 = OVLB 5 = OVLE	SP6	2275	__
	3 = OVLC 6 = OVLF	SP7	2276	__
		SP8	2277	__
4 = DOUBLE CLR	1 = DCA 2 = DCB	SP9*	2278	__
	3 = DCC 4 = DCD	SP10	2279	__
	5 = DCE 6 = DCF			
6 = DC/OVL	1 = DC/OVLA 2 = DC/OVLB	SP11**	227A	__
		SP12	227B	__
C = MASTER OUTPUTS (R/Y/G)	0 = UNUSED/OFF2/OFF3	SP13	227C	__
	C = CYC1/CYC2/CYC3	SP14	227D	__
	F = FREE/SYNC/OFF1			

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:54:14
++

TE 262-7A (11/95)

OVERLAPS

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:54:23
++

TE 262-8 (11/95)

OUTPUT CONTROL WORDS

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:54:33
++

TE 262-8A (11/95) OUTPUT CONTROL WORDS (CONT.)

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:54:41
++

TE 262-9 (11/95)

PHASE SELECTION

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:54:50
++

TE 262-9A (11/95)

PREEMPTION WORDS

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

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:55:35
++

TE 262-10 (11/95) TIMECLOCK FUNCTIONS

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

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:56:28
++

TE 263-1 (11/95) SECONDARY COORDINATION TIMING INTERVALS

OLD FUNCTION (SLAVE TIMING INTERVALS)	NEW FUNCTION (TIMING PLAN INTERVALS)	LOC.	TIME (SEC.)
CYCLE #1 LENGTH	TIMING PLAN #1-2-3 CYCLE LENGTH	21C0	080
CYCLE #1 PHASE SPLIT #1	TIMING PLAN #1-2-3 PHASE SPLIT #1	21C1	035
CYCLE #1 PHASE SPLIT #2	TIMING PLAN #1-2-3 PHASE SPLIT #2	21C2	___
CYCLE #1 PHASE SPLIT #3	TIMING PLAN #1-2-3 PHASE SPLIT #3	21C3	___
	TIMING PLAN #1-2-3 PHASE SPLIT #4	21C4	___
	TIMING PLAN #1-2-3 PHASE SPLIT #5	21C5	___
CYCLE #1 OFFSET #1 LENGTH	TIMING PLAN #1 OFFSET LENGTH	21C6	___
CYCLE #1 OFFSET #2 LENGTH	TIMING PLAN #2 OFFSET LENGTH	21C7	___
CYCLE #1 OFFSET #3 LENGTH	TIMING PLAN #3 OFFSET LENGTH	21C8	___
CYCLE #2 LENGTH	TIMING PLAN #4-5-6 CYCLE LENGTH	21C9	___
CYCLE #2 PHASE SPLIT #1	TIMING PLAN #4-5-6 PHASE SPLIT #1	21CA	___
CYCLE #2 PHASE SPLIT #2	TIMING PLAN #4-5-6 PHASE SPLIT #2	21CB	___
CYCLE #2 PHASE SPLIT #3	TIMING PLAN #4-5-6 PHASE SPLIT #3	21CC	___
	TIMING PLAN #4-5-6 PHASE SPLIT #4	21CD	___
	TIMING PLAN #4-5-6 PHASE SPLIT #5	21CE	___
CYCLE #2 OFFSET #1 LENGTH	TIMING PLAN #4 OFFSET LENGTH	21CF	___
CYCLE #2 OFFSET #2 LENGTH	TIMING PLAN #5 OFFSET LENGTH	21D0	___
CYCLE #2 OFFSET #3 LENGTH	TIMING PLAN #6 OFFSET LENGTH	21D1	___
CYCLE #3 LENGTH	TIMING PLAN #7-8-9 CYCLE LENGTH	21D2	___
CYCLE #3 PHASE SPLIT #1	TIMING PLAN #7-8-9 PHASE SPLIT #1	21D3	___
CYCLE #3 PHASE SPLIT #2	TIMING PLAN #7-8-9 PHASE SPLIT #2	21D4	___
CYCLE #3 PHASE SPLIT #3	TIMING PLAN #7-8-9 PHASE SPLIT #3	21D5	___
	TIMING PLAN #7-8-9 PHASE SPLIT #4	21D6	___
	TIMING PLAN #7-8-9 PHASE SPLIT #5	21D7	___
CYCLE #3 OFFSET #1 LENGTH	TIMING PLAN #7 OFFSET LENGTH	21D8	___
CYCLE #3 OFFSET #2 LENGTH	TIMING PLAN #8 OFFSET LENGTH	21D9	___
CYCLE #3 OFFSET #3 LENGTH	TIMING PLAN #9 OFFSET LENGTH	21DA	___

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:56:36
++

TE 263-2 (11/95) SECONDARY COORDINATION PHASE WORDS

FUNCTION	PHASE WORD 8	4	2	1	8	4	2	1	LOC.	CODE
ARTERY PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F2	A06
SPLIT #1 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F3	08
SPLIT #2 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F4	—
SPLIT #3 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F5	—
SPLIT #4 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F6	—
SPLIT #5 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F7	—

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:56:43
++

TE 263-3 (11/95) COORDINATION MODE PROGRAMMABLE FEATURES

PROGRAMMING MODE WORD	00 = SECONDARY, 21 = PRIMARY	2300	__
MANUAL PATTERN SELECT	ENTER TIMING PLAN NUMBER (HEX) (NOTE: FF = FREE)	2301	__
COORDINATION BACK-UP	00 = FREE 01 = T.B.C.	2302	__
COORDINATION MODES (MAY NOT BE COMBINED)	00 = TBC 01 = SPARE 02 = 7 WIRE INPUT VIA DETECTOR FILE 04 = 9 WIRE INPUT VIA DETECTOR FILE 08 = SPARE 10 = PATT. ID/SYNC INPUT VIA MODEM 20,40 = SPARES 80 = TBC MASTER OUTPUT	2303	__
RETURN TO ARTERY WORD/ ARTERY PED RECYCLE WORD	00 = RETURN AFTER FORCE OFF #1 /NO EARLY ARTERY PED RECYCLE 01 = RETURN TO ARTERY EARLY 10 = EARLY ARTERY PED RECYCLE	2304	(2)

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:56:51
++

TE 263-3A (11/95) COORDINATION MODE PROGRAMMABLE FEATURES

FUNCTION	PHASE WORD 8 TP	4 TP	2 TP	1 TP	8 TP	4 TP	2 TP	1 TP	LOC.	CODE
PEDESTRIAN CONSISTANCY CHECK	8	7	6	5	4	3	2	1	2305	
OVERRIDE WORD T.P. 1-10	-	-	-	-	-	-	10	9	2306	

MASTER OUTPUT MODE (USED ONLY WHEN LOCATION $2303 IS EQUAL TO $80)	=00 ACT AS MASTER ACIA/MODEM OUTPUT =01 ACT AS MASTER 7-WIRE OUTPUT =02 ACT AS MASTER 9-WIRE OUTPUT	2307	__

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155

++

TE 264-1 (11/95) MODEL 179 TIMECLOCK EVENT TABLE Page 1 of 16

	A	B	C	D		A	B	C	D
EVENT #	DAY PROG. #	PATT. #	TIME CLOCK FUNCT	TIME HR : MIN.	EVENT #	DAY PROG. #	PATT. #	TIME CLOCK FUNCT	TIME HR : MIN.
E001	001	001	000	06:0	E007	___	___	___	__:_
E002	001	000	000	19:0	E008	___	___	___	__:_
E003	___	___	___	__:_	E009	___	___	___	__:_
E004	___	___	___	__:_	E010	___	___	___	__:_
E005	___	___	___	__:_	E011	___	___	___	__:_
E006	___	___	___	__:_	E012	___	___	___	__:_

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:57:13
++

TE 264-2 (11/95) TABLE OF WEEK PROGRAMS

WEEK #		001	002	003	004	005	006	007	008	009	010
DAY	CODE	d01	d02	d03	d04	d05	d06	d07	d08	d09	d10
SUN	1	001									
MON	2	001									
TUES	3	001									
WED	4	001									
THUR	5	001									
FRI	6	001									
SAT	7	001									

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:57:20
++

TE 264-3 (11/95) TABLE OF YEAR PROGRAMS

CODE	WEEK NO.	CODE	WEEK PROG#	CODE	WEEK NO.	CODE	WEEK PROG#	CODE	WEEK NO.	CODE	WEEK PROG#
2550	___	2551	___	2562	___	2563	___	2574	___	2575	___
2552	___	2553	___	2564	___	2565	___	2576	___	2577	___
2554	___	2555	___	2566	___	2567	___	2578	___	2579	___
2556	___	2557	___	2568	___	2569	___	257A	___	257B	___
2558	___	2559	___	256A	___	256B	___	257C	___	257D	___
255A	___	255B	___	256C	___	256D	___	257E	___	257F	___
255C	___	255D	___	256E	___	256F	___	2580	___	2581	___
255E	___	255F	___	2570	___	2571	___	2582	___	2583	___
2560	___	2561	___	2572	___	2573	___				

CCS = 87C Signal # = 571 Rte = 120 Rte Seq # = 155
DATE: 10/15/03 TIME: 09:57:29
++

TE 264-4 (11/95) TABLE OF EXCEPTION DAYS

CODE	MONTH NO.	CODE	DAY OF MONTH	CODE	DAY PROG NO.
2590	___	2591	___	2592	___
2593	___	2594	___	2595	___
2596	___	2597	___	2598	___
2599	___	259A	___	259B	___
259C	___	259D	___	259E	___
259F	___	25A0	___	25A1	___
25A2	___	25A3	___	25A4	___
25A5	___	25A6	___	25A7	___

CODE	MONTH NO.	CODE	DAY OF MONTH	CODE	DAY PROG NO.
25A8	___	25A9	___	25AA	___
25AB	___	25AC	___	25AD	___
25AE	___	25AF	___	25B0	___
25B1	___	25B2	___	25B3	___
25B4	___	25B5	___	25B6	___
25B7	___	25B8	___	25B9	___
25BA	___	25BB	___	25BC	___
25BD	___	25BE	___	25BF	___

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 18 OF 20

SIGNAL # W-571 COUNTY WESTCHESTER DATE 09/07/03

D259096

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		161XFA	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 5C - B - R	2	SP 1 R	14 / 5C - A - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø 3 WIRE ARROWS TO BALL GREENS	Red	5	SP 3 R	14 / 10C - D - R / B	6	SP 3 R	14 / 10C - C - R / B
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O / B
		Green ◄ / ►		SP 3 G	- G / B		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø 5	Red	3	SP 5 R	14 / 10C - C - R	4	SP 5 R	14 / 10C - D - R
		Yellow		SP 5 Y	- O		SP 5 Y	- O
		Green		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		ü Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-571 COUNTY # WESTCHESTER DATE 10/15/03

D259096

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 4, 6 - 14

NOTES:

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-571 **COUNTY** WESTCHESTER **DATE** 09/07/03

D259096

TABLE OF INPUT WIRING

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

TAPS—MODEL 179 OPERATING INSTRUCTIONS
KEYBOARD INPUT COMMANDS—SUMMARY

D< ALARM LOC#> :

d aaaa xx	d aaaa ttt	d aaaa A ttt

d = DISPLAY LOCATION # COMMAND
aaaa = LOCATION # ENTERED
A = DAY PROGRAM EVENT PART (A-D) (LOCATIONS E001 - E192 ONLY)
xx = HEX. DATA VALUE (OO - FF)
ttt = DECIMAL DATA VALUE (000 - 255)

DAA < TIMING INT. #> :

dAA ii
F a : ttt

dAA = DISPLAY RING A INTERVAL COMMAND
ii = INTERVAL NUMBER ENTERED (00-31)
F = FAZE
a = RING A PHASE # (1-4) - DYNAMIC
ttt = INTERVAL TIMING - DYNAMIC

DBB < TIMING INT. #> :

dbb jj
Fb : sss

dbb = CYLE /OFFSET DISPLAY COMMAND
jj = OFFSET
F = SYSTEM
b = LOCAL CYCLE TIMER
sss = SYSTEM CYCLE TIMER

DCC < TIMING INT. #> :

dCC ll
xxx

dcc = DISPLAY DETECTOR COUNT COMMAND
ll = DETECTOR NUMBER ENTERED (01-40)
xxx = NUMBER OF ACTUATIONS SINCE TERMINATION OF PHASE GREEN

CC7:

:C7:
mm:dd:yy

C7 = CHIP DATE
mm = MONTH (00-12)
dd = DAY (01-31)
yy = YEAR (00-99)

CC8:

CY:04:zz
bbb aaa

C8 = MASTER CLOCK month/day/year COMMAND
mm = MONTH (01-12)
dd = DAY (01-31)
yy = YEAR (00-99)

CC9:

C9
hh:mm:ss

C9 = MASTER CLOCK hour/min/sec COMMAND
hh = HOUR (00-23)
mm = MINUTE (00-59)
ss = SECOND (00-59)

CCA:

Fa:CA:zz
ii : ttt

CA = RING A DYNAMIC DISPLAY COMMAND
F = FAZE
a = RING A ACTIVE PHASE # (1-4)
ii = RING A ACTIVE PHASE TIMING INTERVAL #
ttt = DYNAMIC INTERVAL TIMING
zz = PHASE TERMINATION MODE - FLASHING
FLASHING DURING CLEARANCE

CCB:

zz:CB:Fb
jj : sss

CB = RING B DYNAMIC DISPLAY COMMAND
F = FAZE
b = RING B ACTIVE PHASE # (5-8)
jj = RING B ACTIVE PHASE TIMING INTERVAL #
sss = DYNAMIC INTERVAL TIMING
zz = PHASE TERMINATION MODE - FLASHING

CCC:

Fa:CC:Fb
ii : : jj

CC = DUAL RING DYNAMIC DISPLAY COMMAND
F = FAZE
a = RING A ACTIVE PHASE # (1-4)
b = RING B ACTIVE PHASE # (5-8)
ii = RING A ACTIVE PHASE TIMING INTERVAL #
jj = RING B ACTIVE PHASE TIMING INTERVAL #
(ii and jj replaced by zz during clearance)

CCD:

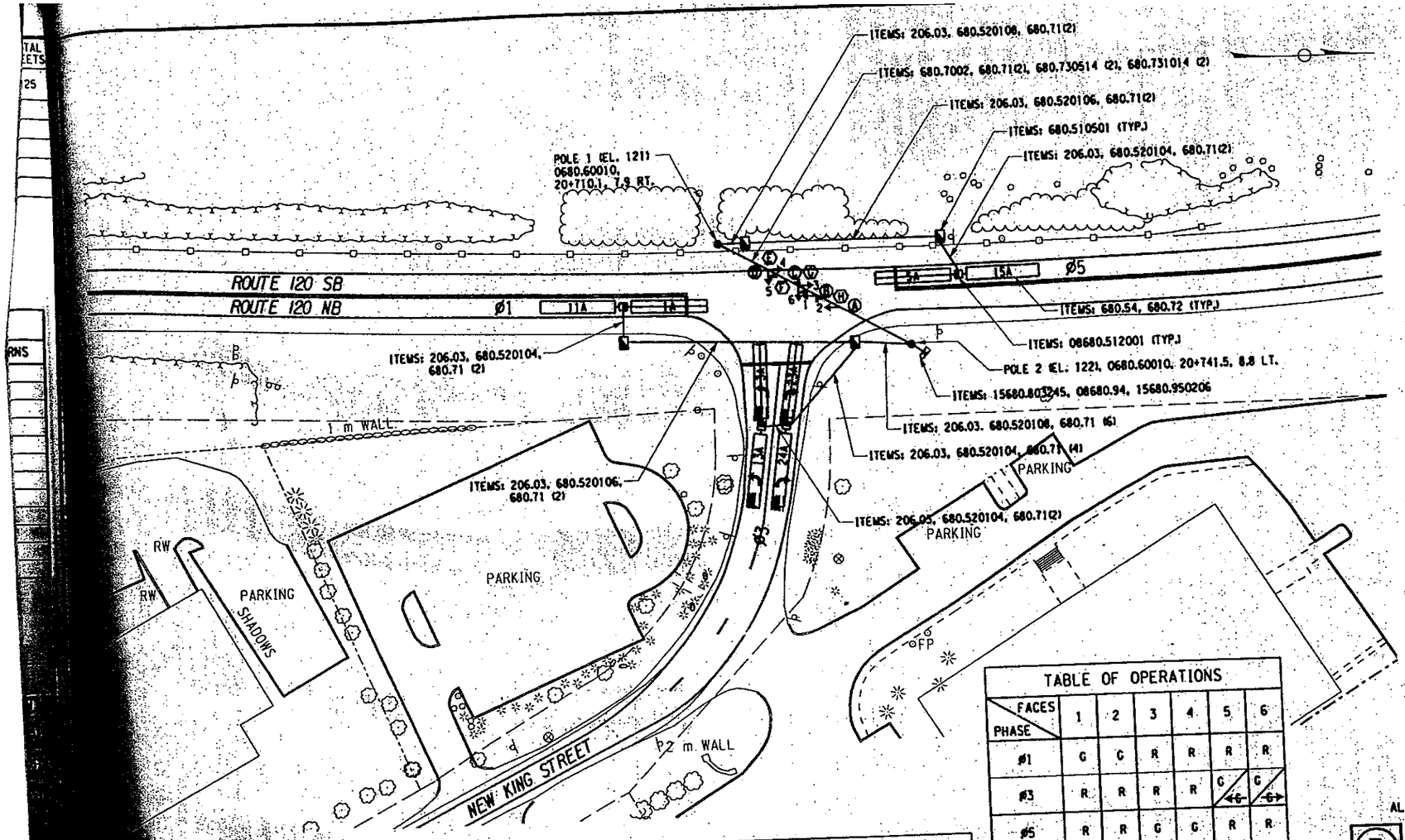
ii:CD:jj
ttt sss

CD = DUAL RING DYNAMIC DISPLAY COMMAND
ii = RING A ACTIVE PHASE TIMING INTERVAL #
jj = RING B ACTIVE PHASE TIMING INTERVAL #
ttt = RING A DYNAMIC INTERVAL TIMIMG
sss = RING B DYNAMIC INTERVAL TIMIMG

CCE:

mm:CE:nn
gg.g hh.h

CE = MAX GRN/GAP DUAL RING DISPLAY COMMAND
mm = RING A MAX GREEN TIMER - DYNAMIC
nn = RING B MAX GREEN TIMER - DYNAMIC
gg.g = RING A GAP TIMER - DYNAMIC
hh.h = RING B GAP TIMER - DYNAMIC



1	N.Y.	D259096	107	125

S.H. 5003 ARMONK - BYRAM LAKE (ROUTE 22)
S.H. 9248 NORTH GREENWICH ROAD (ROUTE 433)
S.H. 5226 WHITE PLAINS - RYE LAKE (ROUTE 120)
TOWN OF NORTH CASTLE, WESTCHESTER COUNTY
P.I.N. 8026.11 B.I.N.

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	m	114
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	m^3	12
680.510501	PULL BOX - RECT. REINF. CONC. 660mm x 457mm	EA	4
08680.512001	CAST ALUMINUM JUNCTION BOX	EA	4
680.520104	CONDUIT - STEEL, ZINC COATED, 1¼ NPS	m	23
680.520106	CONDUIT - STEEL, ZINC COATED, 2 NPS	m	70
680.520108	CONDUIT - STEEL, ZINC COATED, 3 NPS	m	24
680.54	INDUCTANCE LOOP INSTALLATION	m	280
08680.6001	INSTALL TRAFFIC SIGNAL POLE	EA	2
680.7002	DUAL SPAN WIRE ASSEMBLY WITH UPPER TETHER	EA	1
680.71	SHIELDED LEAD-IN CABLE	m	300
680.72	INDUCTANCE LOOP WIRE	m	1248
680.730514	SIGNAL CABLE - 5 CONDUCTOR, 14 AWG	m	30
680.731014	SIGNAL CABLE - 10 CONDUCTOR, 14 AWG	m	45
15680.803245	INSTALL MICROCOMPUTER CABINET	EA	1
680.810101	T.S.M. 300mm, RED BALL, LED	EA	6
680.810103	T.S.M. 300mm, YELLOW BALL, LED	EA	6
680.810105	T.S.M. 300mm, GREEN BALL, LED	EA	6
680.810106	T.S.M. 300mm, GREEN ARROW, LED	EA	2
680.810107	TRAFFIC SIGNAL SECT. - TYPE 1, 300mm	EA	20
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EA	2
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EA	2
680.8201	OVERHEAD SIGN ASSEMBLY - TYPE A	EA	4
08680.94	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1
15680.950206	SERVICE CABLE - 2 CONDUCTOR, 6 AWG	m	21

TABLE OF POLES

POLE NO.	LOCATION	ITEM CODE	HEIGHT	DESIGN LOAD	FTG. MOMENT
1	20+710.1, 7.9 RT.	08680.6001	10m	40 KN	382 KN-m
2	20+741.5, 8.8 LT.	08680.6001	10m	40 KN	382 KN-m

TABLE OF VEHICLE DETECTORS

ER	TYPE	FUNCTION	SIZE (M)	NO. OF TURNS
	LOOP	#1 PRESENCE	2 X 12	3
	QUAD	#1 PRESENCE	2-1 X 12	3
	LOOP	#5 PRESENCE	2 X 12	3
	QUAD	#5 PRESENCE	2-1 X 12	3
	QUAD	#3 PRESENCE	2-1 X 12	3
	LOOP	#3 PRESENCE	2 X 12	3
	LOOP	#3 PRESENCE	2 X 12	3
	QUAD	#3 PRESENCE	2-1 X 12	3

TABLE OF HEADS AND CABLE

ITEM	CABLE	ITEM
680.810101(1), 680.810103(1), 680.810105(1), 680.810107(3), 680.8111	14/05 C-A-X/X	680.730514
680.810101(1), 680.810103(1), 680.810105(1), 680.810107(3), 680.8111	14/05 C-B-X/X	680.730514
680.810101(2), 680.810103(2), 680.810105(2), 680.810106(1), 680.810107(7), 680.8112	14/10 C-C-X/X	680.731014
680.810101(2), 680.810103(2), 680.810105(2), 680.810106(1), 680.810107(7), 680.8112	14/10 C-C-X/X	680.731014

TABLE OF SIGNS

SIGN	PAY ITEM	M.U.T.C.D. NO.	TEXT
E	680.8201	R3-22C	ONLY
F	680.8201	R3-1C	
G	680.8201	R3-24C	ONLY
H	680.8201	R3-2C	

TABLE OF OPERATIONS

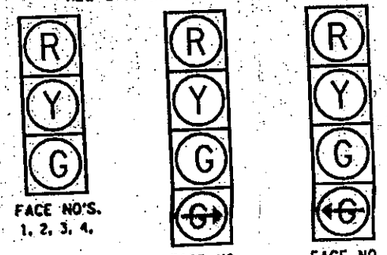
PHASE \ FACES	1	2	3	4	5	6
#1	G	G	R	R	R	R
#3	R	R	R	R	G	G/⟲G
#5	R	R	G	G	R	R
#(1+5)	G	G	G	G	R	R
FLASHING OPERATION	FL.-Y	FL.-Y	FL.-Y	FL.-Y	FL.-R	FL.-R

TABLE OF CLEARANCES

TO \ FROM	G	G/⟲G	R/⟲G	R
G		G/⟲Y/G	R/⟲Y/R	R/R
G/⟲G	G/G		R/⟲G/R/⟲G	R/R
R/⟲G	Y/R	Y/⟲G/R/⟲G		R/R
R	Y/R	Y/⟲Y/R	R/⟲Y/R	

SIGNAL FACE DISPLAY

ALL EXISTING 300 mm SECTIONS



NOTE:

TRAFFIC SIGNAL POLES ARE TO BE SUPPLIED BY NYSDOT, REGION 8 TRAFFIC SIGNAL POLE INVENTORY. THE CONTRACTOR SHALL CONTACT NYSDOT ONE WEEK IN ADVANCE OF HAVING A TRAFFIC SIGNAL POLE DELIVERED TO THE JOB SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING TRAFFIC SIGNAL POLES FROM THE REGION 8 TRAFFIC SIGNAL POLE STOCKPILE.

WORK IN THIS STAGE SHALL BE COMPLETED NO LATER THAN 90 DAYS AFTER THE AWARD OF THIS CONTRACT. IF THE CONTRACTOR FAILS TO COMPLETE THIS WORK ON TIME, LIQUIDATED DAMAGES WILL BE ASSESSED AT THE RATE OF $1,000 A DAY FOR NON-COMPLIANCE.

0 10 20 30 40
SCALE

SIGNAL NO. W-571

ALL DIMENSIONS ARE IN m. UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

Frederic R. Harris, Inc
605 Third Avenue
New York, New York 10158

TRAFFIC SIGNAL PLAN
ROUTE 120/NEW KING STREET

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
B0261105.TRF	8	JAN 2003	TRF-5

TE-26X

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

Study :
Contract : D258096
PIN: 8130.75.321
File : 55.38-120

W-586 (SIGNAL NO(S)) WESTCHESTER (COUNTY)

INTERSECTION ROUTE 120 AT GATEWAY LANE

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed 9/6/05 as Section 2055.38 Subdivision (W)

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D258096.

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

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 3 as a :

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

B.

- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian pushbuttons

as shown in the ☐ schematic ☒ scaled drawing on page 3

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

TBC W/ W-571

cc:
- ( ) ☐ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (2) ☒ SIGNAL SHOP
- (1) ☒ CONTRACT MAINTAINER

9/1/05 (Date) DILLMAN / KRF (Signature) RTE (Title)

Installation Date 9/1/05

Modification Date _____

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
Description: ROUTE 120 AT Gateway Lane

DATE: 08/29/05 TIME: 08:58:53

++

*** Phase Notes ***

Phase 1: ROUTE 120
Phase 2:
Phase 3: GATEWAY LANE
Phase 4:
Phase 5:
Phase 6:
Phase 7:
Phase 8:

* * * * * *

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 08:58:25
++

TE 261 (11/95) PHASE TIMING DATA/TIMER INTERVALS

INTERVAL	PHASE/ INT. #	F1	F2	F3	F4	F5	F6	F7	F8
MEMORY/RECALL	00	004	000	000	000	000	000	000	000
WALK	01	___	___	___	___	___	___	___	___
PEDESTRIAN CLEARANCE	02	___	___	___	___	___	___	___	___
INITIAL	03	010	___	~~003~~ 005	___	___	___	___	___
VARIABLE INITIAL	04	__._	__._	__._	__._	__._	__._	__._	__._
VARIABLE INIT. LIMIT	05	050	050	050	050	050	050	050	050
TIME BEFOR REDUCTION	06	___	___	___	___	___	___	___	___
TIME TO REDUCE	07	___	___	___	___	___	___	___	___
MAXIMUM GAP	08	02.0	00.1	~~02.0~~ 03.0	00.1	00.1	00.1	00.1	00.1
MINIMUM GAP	09	__._	__._	__._	__._	__._	__._	__._	__._
GAP CLOCK	10	USED	WITH	DAA	ONLY	USED	WITH	DBB	ONLY
MAXIMUM GREEN 1	11	035	___	030	___	___	___	___	___
MAXIMUM GREEN 2	12	___	___	___	___	___	___	___	___
MAXIMUM GREEN 3	13	___	___	___	___	___	___	___	___
RECALL GREEN	14	~~035~~ 025	___	025	___	___	___	___	___
YELLOW CLEARANCE	15	~~04.0~~ 050	__._	~~04.0~~ 050	__._	__._	__._	__._	__._
RED CLEARANCE	16	01.0	__._	01.0	__._	__._	__._	__._	__._
THIRD CLEARANCE	17	__._	__._	__._	__._	__._	__._	__._	__._
FOURTH CLEARANCE	18	__._	__._	__._	__._	__._	__._	__._	__._
		F1	F2	F3	F4	F5	F6	F7	F8

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:00:11
++

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:00:40
++

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

DELAY TIMES - (DELAY TIME IN TENTHS OF SECONDS)

DETECTOR # 1	2140	__._	DETECTOR #15	214E	__._
DETECTOR # 2	2141	__._	DETECTOR #16	214F	__._
DETECTOR # 3	2142	05.0	DETECTOR #17	2150	__._
DETECTOR # 4	2143	__._	DETECTOR #18	2151	__._
DETECTOR # 5	2144	~~05.0~~	DETECTOR #19	2152	__._
DETECTOR # 6	2145	__._	DETECTOR #20	2153	__._
DETECTOR # 7	2146	__._	DETECTOR #21	2154	__._
DETECTOR # 8	2147	__._	DETECTOR #22	2155	__._
DETECTOR # 9	2148	__._	DETECTOR #23	2156	__._
DETECTOR #10	2149	__._	DETECTOR #24	2157	__._
DETECTOR #11	214A	__._	DETECTOR #25	2158	__._
DETECTOR #12	214B	__._	DETECTOR #26	2159	__._
DETECTOR #13	214C	05.0	DETECTOR #27	215A	__._
DETECTOR #14	214D	__._	DETECTOR #28	215B	__._

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:00:48

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

EXTENSION TIMES - (EXTENSION TIME IN TENTHS OF SECONDS)

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:04:17
++

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

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:04:26
++

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:04:52
++

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

001-012	BEGIN DAYLIGHT SAVINGS TIME MONTH	21EC	004
001-012	END DAYLIGHT SAVINGS TIME MONTH	21ED	010
001=FIRST 002=SECOND 003=THIRD 004=FOURTH 005=LAST OR FIFTH	BEGIN DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EE	001
	END DAYLIGHT SAVINGS TIME WEEK OF MONTH	21EF	005

001 - 012	*Use "C8" and "C9" commands to display	*MONTH OF YEAR	21F0	xxx
001 - 031		*DAY OF MONTH	21F1	xxx
000 - 099		*YEAR	21F2	xxx
000 - 023		*HOUR OF DAY	21F3	xxx
000 - 059		*MINUTE OF HOUR	21F4	xxx
000 - 059		*SECOND OF MINUTE	21F5	xxx
001 - 007		DAY OF WEEK	21F6	xxx
001 - 053 (READ ONLY)		WEEK OF YEAR	21F7	xxx

001 = To portable card 002 = From portable card	TRANSFER MASTER CLOCK	21F8	xxx

* * * 21F0-21F8 NOT IMPLEMENTED. USE CLOCK DOWNLOAD FUNCTION. * * *

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:05:02
++

TE 262-F (11/95) FAILURE ALARM DATA

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:05:43
++

TE 262-4 (11/95)

PROGRAMMABLE FEATURES

FUNCTION	PHASE WORD 8	4	2	1	8	4	2	1	LOC.	CODE
VEHICLE PHASES PERMITTED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2200	88
PEDESTRIAN PHASES PERMITTED	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	2201	__
	SP	SP	SP	SP	SP	SP	SP	SP		
STARTUP A OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2202	22
STARTUP A OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2203	__
STARTUP A OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	2204	__
STARTUP A OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	2205	02
STARTUP A OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	2206	__
STARTUP A OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	2207	__
STARTUP B OUTPUT	3G	3Y	3R	2G	2Y	2R	1G	1R	2208	__
STARTUP B OUTPUT	6G	6Y	6R	5G	5Y	5R	4G	4R	2209	__
STARTUP B OUTPUT	9G	9Y	9R	8G	8Y	8R	7G	7R	220A	__
STARTUP B OUTPUT	12G	12Y	12R	11G	11Y	11R	10G	10R	220B	__
STARTUP B OUTPUT	-	-	-	-	7Y	1Y	10Y	4Y	220C	__
STARTUP B OUTPUT	14G	14Y	14R	13G	13Y	13R	-	-	220D	__
STARTUP PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	220E	80

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:05:51
++

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

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:11:00

++

TE 262-5 (11/95) DETECTOR INPUT WORDS

INPUT NUMBER	LOC.	FUNC CODE	INPUT NUMBER	LOC.	FUNC CODE
INPUT # 1	2214	__	INPUT #16	2223	__
INPUT # 2	2215	__	INPUT #17	2224	__
INPUT # 3	2216	38	INPUT #18	2225	__
INPUT # 4	2217	__	INPUT #19	2226	__
INPUT # 5	2218	__	INPUT #20	2227	__
INPUT # 6	2219	__	INPUT #21	2228	__
INPUT # 7	221A	__	INPUT #22	2229	__
INPUT # 8	221B	__	INPUT #23	222A	__
INPUT # 9	221C	__	INPUT #24	222B	__
INPUT #10	221D	__	INPUT #25	222C	__
INPUT #11	221E	__	INPUT #26	222D	__
INPUT #12	221F	__	INPUT #27	222E	__
INPUT #13	2220	38	INPUT #28	222F	__
INPUT #14	2221	__			
INPUT #15	2222	__			

INPUT FUNC CODES

PED BUTTON	= X2
CALLING DET	= X4
NORMAL DET	= X8
EX PED	= 02
PREEMPT C	= 21
PREEMPT B	= 41
PREEMPT A	= 81
ϕ SLCT OMT A	= B1
ϕ SLCT OMT B	= B2
ϕ SLCT OMT C	= B4
ϕ SLCT OMT D	= B8
CYCLE 1	= C8
CYCLE 2	= C9
CYCLE 3	= CA
SYNC	= CB
OFFSET 1	= CC
OFFSET 2	= CD
OFFSET 3	= CE
FREE	= CF

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:11:07

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:11:32
++

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

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:11:54
++

TE 262-7A (11/95)

OVERLAPS

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:12:02
++

TE 262-8 (11/95)

OUTPUT CONTROL WORDS

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:12:10
++

TE 262-8A (11/95) OUTPUT CONTROL WORDS (CONT.)

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:12:17
++

TE 262-9 (11/95)

PHASE SELECTION

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:12:38
++

TE 262-9A (11/95) PREEMPTION WORDS

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

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:12:46
++

TE 262-10 (11/95) TIMECLOCK FUNCTIONS

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

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:14:13
++

TE 263-1 (11/95) SECONDARY COORDINATION TIMING INTERVALS

OLD FUNCTION (SLAVE TIMING INTERVALS)	NEW FUNCTION (TIMING PLAN INTERVALS)	LOC.	TIME (SEC.)
CYCLE #1 LENGTH	TIMING PLAN #1-2-3 CYCLE LENGTH	21C0	080
CYCLE #1 PHASE SPLIT #1	TIMING PLAN #1-2-3 PHASE SPLIT #1	21C1	035
CYCLE #1 PHASE SPLIT #2	TIMING PLAN #1-2-3 PHASE SPLIT #2	21C2	___
CYCLE #1 PHASE SPLIT #3	TIMING PLAN #1-2-3 PHASE SPLIT #3	21C3	___
	TIMING PLAN #1-2-3 PHASE SPLIT #4	21C4	___
	TIMING PLAN #1-2-3 PHASE SPLIT #5	21C5	___
CYCLE #1 OFFSET #1 LENGTH	TIMING PLAN #1 OFFSET LENGTH	21C6	___
CYCLE #1 OFFSET #2 LENGTH	TIMING PLAN #2 OFFSET LENGTH	21C7	___
CYCLE #1 OFFSET #3 LENGTH	TIMING PLAN #3 OFFSET LENGTH	21C8	___
CYCLE #2 LENGTH	TIMING PLAN #4-5-6 CYCLE LENGTH	21C9	___
CYCLE #2 PHASE SPLIT #1	TIMING PLAN #4-5-6 PHASE SPLIT #1	21CA	___
CYCLE #2 PHASE SPLIT #2	TIMING PLAN #4-5-6 PHASE SPLIT #2	21CB	___
CYCLE #2 PHASE SPLIT #3	TIMING PLAN #4-5-6 PHASE SPLIT #3	21CC	___
	TIMING PLAN #4-5-6 PHASE SPLIT #4	21CD	___
	TIMING PLAN #4-5-6 PHASE SPLIT #5	21CE	___
CYCLE #2 OFFSET #1 LENGTH	TIMING PLAN #4 OFFSET LENGTH	21CF	___
CYCLE #2 OFFSET #2 LENGTH	TIMING PLAN #5 OFFSET LENGTH	21D0	___
CYCLE #2 OFFSET #3 LENGTH	TIMING PLAN #6 OFFSET LENGTH	21D1	___
CYCLE #3 LENGTH	TIMING PLAN #7-8-9 CYCLE LENGTH	21D2	___
CYCLE #3 PHASE SPLIT #1	TIMING PLAN #7-8-9 PHASE SPLIT #1	21D3	___
CYCLE #3 PHASE SPLIT #2	TIMING PLAN #7-8-9 PHASE SPLIT #2	21D4	___
CYCLE #3 PHASE SPLIT #3	TIMING PLAN #7-8-9 PHASE SPLIT #3	21D5	___
	TIMING PLAN #7-8-9 PHASE SPLIT #4	21D6	___
	TIMING PLAN #7-8-9 PHASE SPLIT #5	21D7	___
CYCLE #3 OFFSET #1 LENGTH	TIMING PLAN #7 OFFSET LENGTH	21D8	___
CYCLE #3 OFFSET #2 LENGTH	TIMING PLAN #8 OFFSET LENGTH	21D9	___
CYCLE #3 OFFSET #3 LENGTH	TIMING PLAN #9 OFFSET LENGTH	21DA	___

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:14:26
++

TE 263-2 (11/95) SECONDARY COORDINATION PHASE WORDS

FUNCTION	PHASE WORD 8	4	2	1	8	4	2	1	LOC.	CODE
ARTERY PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F2	80
SPLIT #1 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F3	08
SPLIT #2 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F4	__
SPLIT #3 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F5	__
SPLIT #4 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F6	__
SPLIT #5 PHASES	ϕ 1	ϕ 2	ϕ 5	ϕ 6	ϕ 3	ϕ 4	ϕ 7	ϕ 8	22F7	__

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:14:36
++

TE 263-3 (11/95) COORDINATION MODE PROGRAMMABLE FEATURES

PROGRAMMING MODE WORD	00 = SECONDARY, 21 = PRIMARY	2300	00
MANUAL PATTERN SELECT	ENTER TIMING PLAN NUMBER (HEX) (NOTE: FF = FREE)	2301	__
COORDINATION BACK-UP	00 = FREE 01 = T.B.C.	2302	__
COORDINATION MODES (MAY NOT BE COMBINED)	00 = TBC 01 = SPARE 02 = 7 WIRE INPUT VIA DETECTOR FILE 04 = 9 WIRE INPUT VIA DETECTOR FILE 08 = SPARE 10 = PATT. ID/SYNC INPUT VIA MODEM 20,40 = SPARES 80 = TBC MASTER OUTPUT	2303	__
RETURN TO ARTERY WORD/ ARTERY PED RECYCLE WORD	00 = RETURN AFTER FORCE OFF #1 /NO EARLY ARTERY PED RECYCLE 01 = RETURN TO ARTERY EARLY 10 = EARLY ARTERY PED RECYCLE	2304	01

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:14:45
++

TE 263-3A (11/95) COORDINATION MODE PROGRAMMABLE FEATURES

FUNCTION	PHASE WORD 8 TP	4 TP	2 TP	1 TP	8 TP	4 TP	2 TP	1 TP	LOC.	CODE
PEDESTRIAN CONSISTANCY CHECK	8	7	6	5	4	3	2	1	2305	FF
OVERRIDE WORD T.P. 1-10	-	-	-	-	-	-	10	9	2306	FF

MASTER OUTPUT MODE (USED ONLY WHEN LOCATION $2303 IS EQUAL TO $80)	=00 ACT AS MASTER ACIA/MODEM OUTPUT =01 ACT AS MASTER 7-WIRE OUTPUT =02 ACT AS MASTER 9-WIRE OUTPUT	2307	__

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156

++

TE 264-1 (11/95) MODEL 179 TIMECLOCK EVENT TABLE

	A	B	C	D		A	B	C	D
EVENT #	DAY PROG. #	PATT. #	TIME CLOCK FUNCT	TIME HR : MIN.	EVENT #	DAY PROG. #	PATT. #	TIME CLOCK FUNCT	TIME HR : MIN.
E001	001	001	000	07:0	E007	___	___	___	__:_
E002	001	000	000	18:0	E008	___	___	___	__:_
E003	___	___	___	__:_	E009	___	___	___	__:_
E004	___	___	___	__:_	E010	___	___	___	__:_
E005	___	___	___	__:_	E011	___	___	___	__:_
E006	___	___	___	__:_	E012	___	___	___	__:_

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:17:34
++

TE 264-2 (11/95) TABLE OF WEEK PROGRAMS

WEEK #		001	002	003	004	005	006	007	008	009	010
DAY	CODE	d01	d02	d03	d04	d05	d06	d07	d08	d09	d10
SUN	1	001	___	___	___	___	___	___	___	___	___
MON	2	001	___	___	___	___	___	___	___	___	___
TUES	3	001	___	___	___	___	___	___	___	___	___
WED	4	001	___	___	___	___	___	___	___	___	___
THUR	5	001	___	___	___	___	___	___	___	___	___
FRI	6	001	___	___	___	___	___	___	___	___	___
SAT	7	001	___	___	___	___	___	___	___	___	___

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:17:43
++

TE 264-3 (11/95) TABLE OF YEAR PROGRAMS

CODE	WEEK NO.	CODE	WEEK PROG#	CODE	WEEK NO.	CODE	WEEK PROG#	CODE	WEEK NO.	CODE	WEEK PROG#
2550	___	2551	___	2562	___	2563	___	2574	___	2575	___
2552	___	2553	___	2564	___	2565	___	2576	___	2577	___
2554	___	2555	___	2566	___	2567	___	2578	___	2579	___
2556	___	2557	___	2568	___	2569	___	257A	___	257B	___
2558	___	2559	___	256A	___	256B	___	257C	___	257D	___
255A	___	255B	___	256C	___	256D	___	257E	___	257F	___
255C	___	255D	___	256E	___	256F	___	2580	___	2581	___
255E	___	255F	___	2570	___	2571	___	2582	___	2583	___
2560	___	2561	___	2572	___	2573	___				

CCS = 87B Signal # = 586 Rte = 120 Rte Seq # = 156
DATE: 08/29/05 TIME: 09:17:50
++

TE 264-4 (11/95) TABLE OF EXCEPTION DAYS

CODE	MONTH NO.	CODE	DAY OF MONTH	CODE	DAY PROG NO.
2590	___	2591	___	2592	___
2593	___	2594	___	2595	___
2596	___	2597	___	2598	___
2599	___	259A	___	259B	___
259C	___	259D	___	259E	___
259F	___	25A0	___	25A1	___
25A2	___	25A3	___	25A4	___
25A5	___	25A6	___	25A7	___

CODE	MONTH NO.	CODE	DAY OF MONTH	CODE	DAY PROG NO.
25A8	___	25A9	___	25AA	___
25AB	___	25AC	___	25AD	___
25AE	___	25AF	___	25B0	___
25B1	___	25B2	___	25B3	___
25B4	___	25B5	___	25B6	___
25B7	___	25B8	___	25B9	___
25BA	___	25BB	___	25BC	___
25BD	___	25BE	___	25BF	___

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 18 OF 20

SIGNAL # W-586 COUNTY WESTCHESTER DATE 08/29/05

D259096

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 10C - C - R	2	SP 1 R	14 / 10C - D - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø 3	Red	5	SP 3 R	14 / 10C - C - R / B	6	SP 3 R	14 / 10C - D - R / B
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O / B
		Green		SP 3 G	- G / B		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10	Ø 1	Red	3	SP 10 R	14 / 5C - B - R	4	SP 10 R	14 / 5C - A - R
		Yellow		SP 10 Y	- O		SP 10 Y	- O
		Green		SP 10 G	- G		SP 10 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____

SIGNAL # W-586 COUNTY # WESTCHSTER DATE 08/29/05

D259096

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP10				2, 4 - 9, 11 - 14

NOTES:

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-586 **COUNTY** WESTCHESTER **DATE** 08/29/05

D259096

TABLE OF INPUT WIRING

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

TAPS — MODEL 179 OPERATING INSTRUCTIONS
KEYBOARD INPUT COMMANDS — SUMMARY

D<LOCATION #>:

d a a a a x x	or	d a a a a t t t	or	d a a a a A t t t

d = DISPLAY LOCATION # COMMAND
aaaa = LOCATION # ENTERED
A = DAY PROGRAM EVENT PART (A-D)
(LOCATIONS E001 - E192 ONLY)
xx = HEX. DATA VALUE (OO-FF)
ttt = DECIMAL DATA VALUE (000-255)

DAA<TIMING INT. #>:

d A A i i F a: t t t

dAA = DISPLAY RING A INTERVAL COMMAND
ii = INTERVAL NUMBER ENTERED (00-31)
F = FAZE
a = RING A PHASE # (1-4) - DYNAMIC
ttt = INTERVAL TIMING - DYNAMIC

DBB<TIMING INT. #>:

d b b j j F b: s s s

dbb = DISPLAY RING B INTERVAL COMMAND
jj = INTERVAL NUMBER ENTERED (00-31)
F = FAZE
b = RING B PHASE # (5-8) - DYNAMIC
sss = INTERVAL TIMING - DYNAMIC

DCC<DETECTOR #>:

d C C l l x x x

dCC = DISPLAY DETECTOR COUNT COMMAND
ll = DETECTOR NUMBER ENTERED (01-40)
xxx = NUMBER OF ACTUATIONS SINCE
TERMINATION OF PHASE GREEEN

CC7:

:C 7: mm:d d:y y

C7 = CHIP DATE month/day/year COMMAND
mm = MONTH (01-12)
dd = DAY (01-31)
yy = YEAR (00-99)

CC8:

:C 8: mm:d d:y y

C8 = MASTER CLOCK month/day/year COMMAND
mm = MONTH (01-12)
dd = DAY (01-31)
yy = YEAR (00-99)

CC9:

:C 9: h h:m m:s s

C9 = MASTER CLOCK hour/min/sec COMMAND
hh = HOUR (00-23)
mm = MINUTE (00-59)
ss = SECOND (00-59)

CCA:

F a:C A:z z i i: t t t

CA = RING A DYNAMIC DISPLAY COMMAND
F = FAZE
a = RING A ACTIVE PHASE # (1-4)
ii = RING A ACTIVE PHASE TIMING INTERVAL #
ttt = DYNAMIC INTERVAL TIMING
zz = PHASE TERMINATION MODE - FLASHING
FLASHING DURING CLEARANCE

CCB:

z z:C B:F b j j: s s s

CB = RING B DYNAMIC DISPLAY COMMAND
F = FAZE
b = RING B ACTIVE PHASE # (5-8)
jj = RING B ACTIVE PHASE TIMING INTERVAL #
sss = DYNAMIC INTERVAL TIMING
zz = PHASE TERMINATION MODE - FLASHING

CCC:

F a:C C:F b i i: :j j

CC = DUAL RING DYNAMIC DISPLAY COMMAND
F = FAZE
a = RING A ACTIVE PHASE # (1-4)
b = RING B ACTIVE PHASE # (5-8)
ii = RING A ACTIVE PHASE TIMING INTERVAL #
jj = RING B ACTIVE PHASE TIMING INTERVAL #
(ii and jj replaced by zz during clearance)

CCD:

i i:C D:j j t t t s s s

CD = DUAL RING DYNAMIC DISPLAY COMMAND
ii = RING A ACTIVE PHASE TIMING INTERVAL #
jj = RING B ACTIVE PHASE TIMING INTERVAL #
ttt = RING A DYNAMIC INTERVAL TIMING
sss = RING B DYNAMIC INTERVAL TIMING

CCE:

m m:C E:n n g g.g h h.h

CE = MAX GRN/GAP DUAL RING DISPLAY COMMAND
mm = RING A MAX GRN TIMER — DYNAMIC
nn = RING B MAX GRN TIMER - DYNAMIC
gg.g = RING A GAP TIMER - DYNAMIC
hh.h = RING B GAP TIMER - DYNAMIC

TAPS—MODEL 179 OPERATING INSTRUCTIONS
KEYBOARD INPUT COMMANDS—SUMMARY

CCF:

yy:CF:mm
dd:hh:tt

CF = CABINET FLASH DISPLAY COMMAND
yy = YEAR (00 - 99)
mm = MONTH (01 - 12)
dd = DAY (01 - 31)
hh = HOUR (00 - 23)
tt = MINUTE (00 - 59)

C01:

xx:00:zz
AAA

00 = PATTERN NUMBER DISPLAY COMMAND
xx = PATTERN # IN EFFECT
zz = MODE
AAA = CYCLE LENGTH IN EFFECT

C01:

OF:01:SY
bbb aaa

01 = CYLE /OFFSET DISPLAY COMMAND
OF = OFFSET
SY = SYSTEM
bbb = LOCAL CYCLE TIMER
aaa = SYSTEM CYCLE TIMER

C02:

CY:02:zz
bbb aaa

02 = VEHICLE PERMISSIVE DISPLAY COMMAND
CY = CYCLE
zz = PERMISSIVE IN EFFECT
bbb = LOCAL CYCLE TIMER
aaa = PERMISSIVE TIMER
call lights = phases not ommitted

C03:

OF:01:SY
bbb aaa

03 = PEDESTRIAN PERMISSIVE DISPLAY COMMAND
CY = CYCLE
zz = PEDESTRIAN PERMISSIVE IN EFFECT
bbb = LOCAL CYCLE TIMER
aaa = PERMISSIVE TIMER
call lights = ped phase not ommitted

C04:

CY:04:zz
bbb aaa

04 = FORCE OFF DISPLAY COMMAND
CY = CYCLE
zz = FORCE OFF COMING UP
bbb = LOCAL CYCLE TIMER
aaa = TIME TO FORCE OFF

DISPLAY COMMANDS

F<ALARM LOC#>:

F aa r nn
xxx

F = FAILURE ALARM DISPLAY COMMAND
aa = ALARM LOC NUMBER ENTERED (00 - 31)
r = RESETS OR OCCURANCES
nn = NUMBER OF RESETS
xxx = FAILURE ALARM CODE

FAILURE ALARM CODES

001 - 032 HIGH OCCUPANCY DETECTOR 01 - 32
101 - 132 LOW OCCUPANCY DETECTOR 01 - 32
210 - 232 DETECTOR ANALYSIS OVERIDE DETECTOR 01 - 32
099 MASTER CLOCK RTCA ERROR-RESET CLOCK
098 EXCLUSIVE PEDESTRIAN PUSH BUTTON ERROR
097 COMMUNICATIONS ERROR
089 MODEL 602 MODEM SETUP ERROR
088 MODEL 602 MODEM SETUP ERROR
084 RTCA ERROR
083 MASTER CLOCK DATA ERROR-RESET CLOCK
082 MAIN A.C. SERVICE ERROR-CHECK SERVICE
079 PATTERN CONSISTENCY CHECK ERROR(COORD)
078 LATE RETURN TO ARTERY (COORD)

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

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259096		

ROUTE 120 @ GATEWAY LANE
TOWN OF NORTH CASTLE
WESTCHESTER COUNTY

P.I.N. 8130.75 | B.I.N.

ALL FACES

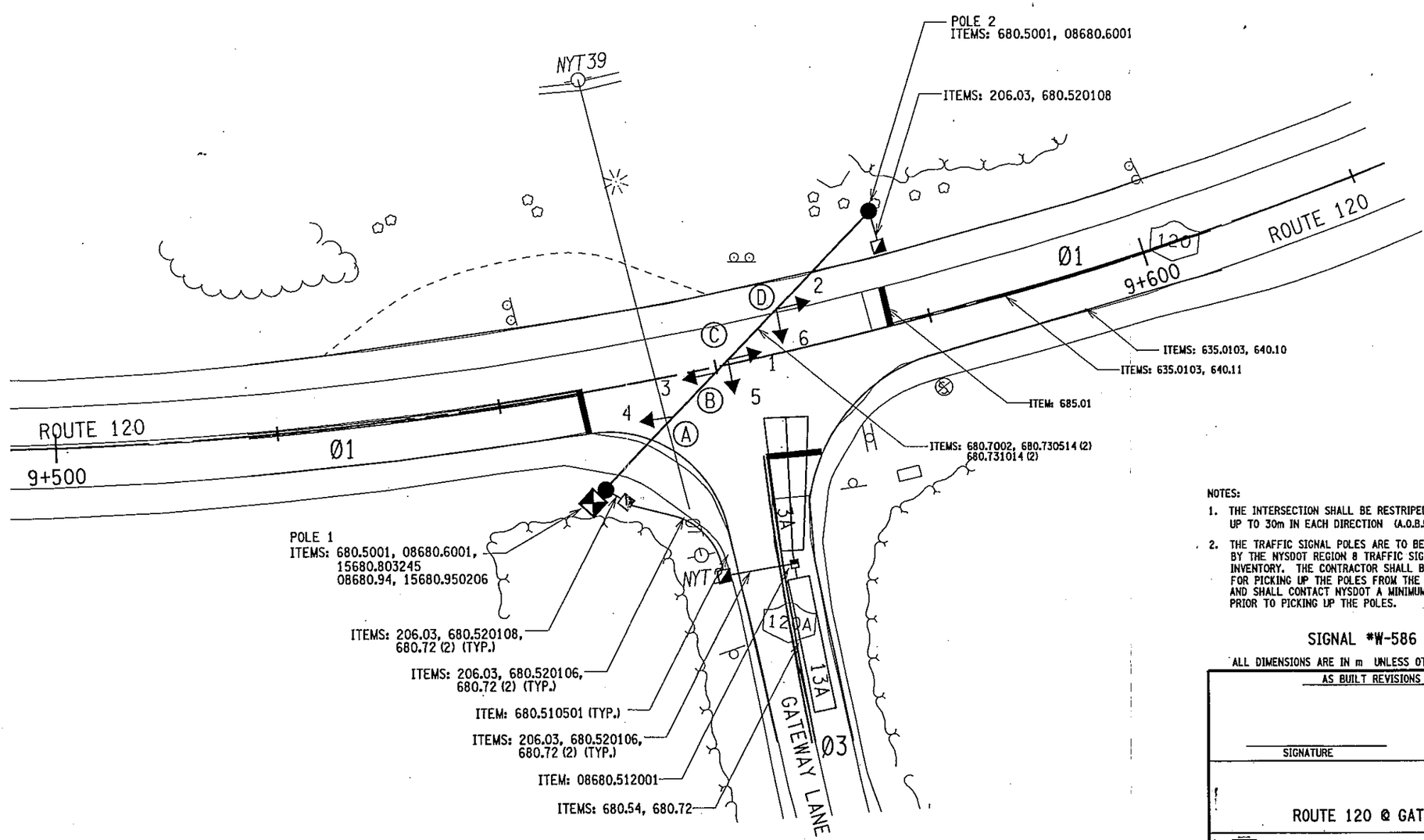
(R)	300mm
(Y)	300mm
(G)	300mm

TABLE OF CLEARANCES

TO \ FROM	G	R
G	X	R/R
R	Y/R	X

TABLE OF POLES

POLE	STA., OFFSET, SIDE	ELEV.	ITEM	HT	DESIGN LOAD	FOOTING MOMENT
1	9+547.825, 8.877 ℄ POLE RT.	123.533	08680.6001	9 m	30 kN	257 kN-m
2	9+577.275, 10.583 ℄ POLE LT.	122.479	08680.6001	10 m	30 kN	287 kN-m



NOTES:

1. THE INTERSECTION SHALL BE RESTRIPED UP TO 30m IN EACH DIRECTION (A.O.B.E.)
2. THE TRAFFIC SIGNAL POLES ARE TO BE SUPPLIED BY THE NYSDOT REGION 8 TRAFFIC SIGNAL POLE INVENTORY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING UP THE POLES FROM THE STOCK PILE, AND SHALL CONTACT NYSDOT A MINIMUM OF ONE WEEK PRIOR TO PICKING UP THE POLES.

SIGNAL *W-586

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

ROUTE 120 @ GATEWAY

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
	8	2-24-05	TS-1

DESIGN SUPERVISOR ____ JOB MANAGER ____ DESIGNED BY ____ CHECKED BY ____
DRAFTED BY ____ CHECKED BY ____
ESTIMATED BY ____ CHECKED BY ____

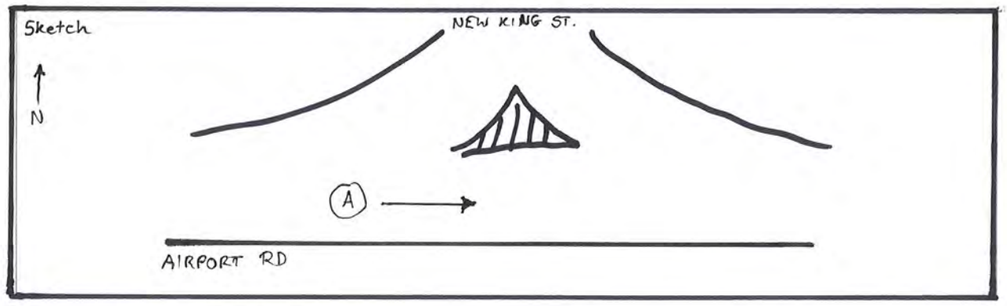
FILE NAME = d:\PW_Norking\akaiser\dms22822\8130751_ts-1.dgn
DATE/TIME = 24-FEB-2005 08:34
USER = akaiser

PROCESSED
VEHICLE
CLASSIFICATION
COUNTS

Aerotech
Vehicle Classification Counts - Holiday
Location 1: Airport Road & New King Street
Movement: A (Eastbound Airport Road)
Survey Date: 11/26/08

	Vehicle Class											
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	% Bus	Truck	% Truck	Total	Total %
8:00 AM - 8:15 AM	97	86%	9	8%	1	1%	3	3%	3	3%	113	100%
8:15 AM - 8:30 AM	69	87%	2	3%	1	1%	3	4%	4	5%	79	100%
8:30 AM - 8:45 AM	74	81%	7	8%	1	1%	4	4%	5	5%	91	100%
8:45 AM - 9:00 AM	76	84%	3	3%	0	0%	7	8%	4	4%	90	100%
9:00 AM - 9:15 AM	82	84%	5	5%	1	1%	6	6%	4	4%	98	100%
9:15 AM - 9:30 AM	62	84%	5	7%	0	0%	1	1%	6	8%	74	100%
9:30 AM - 9:45 AM	55	86%	5	8%	0	0%	0	0%	4	6%	64	100%
9:45 AM - 10:00 AM	63	82%	8	10%	0	0%	2	3%	4	5%	77	100%
10:00 AM - 10:15 AM	75	83%	11	12%	0	0%	1	1%	3	3%	90	100%
10:15 AM - 10:30 AM	56	86%	8	12%	1	2%	0	0%	0	0%	65	100%
10:30 AM - 10:45 AM	53	80%	7	11%	1	2%	1	2%	4	6%	66	100%
10:45 AM - 11:00 AM	82	89%	5	5%	1	1%	1	1%	3	3%	92	100%
11:00 AM - 11:15 AM	74	85%	4	5%	0	0%	1	1%	8	9%	87	100%
11:15 AM - 11:30 AM	53	80%	5	8%	0	0%	0	0%	8	12%	66	100%
11:30 AM - 11:45 AM	63	88%	5	7%	0	0%	0	0%	4	6%	72	100%
11:45 AM - 12:00 PM	78	90%	7	8%	0	0%	1	1%	1	1%	87	100%
12:00 PM - 12:15 PM	69	91%	4	5%	0	0%	1	1%	2	3%	76	100%
12:15 PM - 12:30 PM	68	88%	6	8%	2	3%	0	0%	1	1%	77	100%
12:30 PM - 12:45 PM	66	93%	3	4%	0	0%	2	3%	0	0%	71	100%
12:45 PM - 1:00 PM	61	84%	8	11%	1	1%	1	1%	2	3%	73	100%
1:00 PM - 1:15 PM	81	84%	3	3%	1	1%	8	8%	3	3%	96	100%
1:15 PM - 1:30 PM	72	75%	13	14%	0	0%	10	10%	1	1%	96	100%
1:30 PM - 1:45 PM	100	91%	8	7%	0	0%	1	1%	1	1%	110	100%
1:45 PM - 2:00 PM	79	86%	11	12%	0	0%	1	1%	1	1%	92	100%
2:00 PM - 2:15 PM	90	83%	17	16%	0	0%	0	0%	2	2%	109	100%
2:15 PM - 2:30 PM	107	90%	9	8%	0	0%	2	2%	1	1%	119	100%
2:30 PM - 2:45 PM	113	93%	6	5%	0	0%	0	0%	2	2%	121	100%
2:45 PM - 3:00 PM	94	91%	5	5%	0	0%	1	1%	3	3%	103	100%
3:00 PM - 3:15 PM	76	89%	6	7%	0	0%	1	1%	2	2%	85	100%
3:15 PM - 3:30 PM	68	91%	5	7%	0	0%	0	0%	2	3%	75	100%
3:30 PM - 3:45 PM	84	85%	7	7%	4	4%	1	1%	3	3%	99	100%
3:45 PM - 4:00 PM	80	88%	10	11%	0	0%	1	1%	0	0%	91	100%
4:00 PM - 4:15 PM	80	87%	8	9%	1	1%	0	0%	3	3%	92	100%
4:15 PM - 4:30 PM	83	88%	6	6%	1	1%	1	1%	3	3%	94	100%
4:30 PM - 4:45 PM	66	92%	4	6%	0	0%	1	1%	1	1%	72	100%
4:45 PM - 5:00 PM	69	92%	5	7%	0	0%	1	1%	0	0%	75	100%

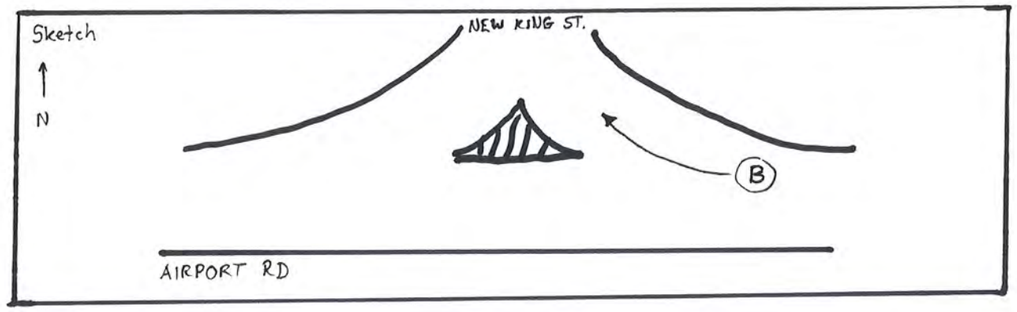
	Hourly Totals											
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	%Bus	Truck	% Truck	Total	Total %
8:00 AM - 9:00 AM	316	85%	21	6%	3	1%	17	5%	16	4%	373	100%
8:15 AM - 9:15 AM	301	84%	17	5%	3	1%	20	6%	17	5%	358	100%
8:30 AM - 9:30 AM	294	83%	20	6%	2	1%	18	5%	19	5%	353	100%
8:45 AM - 9:45 AM	275	84%	18	6%	1	0%	14	4%	18	6%	326	100%
9:00 AM - 10:00 AM	262	84%	23	7%	1	0%	9	3%	18	6%	313	100%
9:15 AM - 10:15 AM	255	84%	29	10%	0	0%	4	1%	17	6%	305	100%
9:30 AM - 10:30 AM	249	84%	32	11%	1	0%	3	1%	11	4%	296	100%
9:45 AM - 10:45 AM	247	83%	34	11%	2	1%	4	1%	11	4%	298	100%
10:00 AM - 11:00 AM	266	85%	31	10%	3	1%	3	1%	10	3%	313	100%
10:15 AM - 11:15 AM	265	85%	24	8%	3	1%	3	1%	15	5%	310	100%
10:30 AM - 11:30 AM	262	84%	21	7%	2	1%	3	1%	23	7%	311	100%
10:45 AM - 11:45 AM	272	86%	19	6%	1	0%	2	1%	23	7%	317	100%
11:00 AM - 12:00 PM	268	86%	21	7%	0	0%	2	1%	21	7%	312	100%
11:15 AM - 12:15 PM	263	87%	21	7%	0	0%	2	1%	15	5%	301	100%
11:30 AM - 12:30 PM	278	89%	22	7%	2	1%	2	1%	8	3%	312	100%
11:45 AM - 12:45 PM	281	90%	20	6%	2	1%	4	1%	4	1%	311	100%
12:00 PM - 1:00 PM	264	89%	21	7%	3	1%	4	1%	5	2%	297	100%
12:15 PM - 1:15 PM	276	87%	20	6%	4	1%	11	3%	6	2%	317	100%
12:30 PM - 1:30 PM	280	83%	27	8%	2	1%	21	6%	6	2%	336	100%
12:45 PM - 1:45 PM	314	84%	32	9%	2	1%	20	5%	7	2%	375	100%
1:00 PM - 2:00 PM	332	84%	35	9%	1	0%	20	5%	6	2%	394	100%
1:15 PM - 2:15 PM	341	84%	49	12%	0	0%	12	3%	5	1%	407	100%
1:30 PM - 2:30 PM	376	87%	45	10%	0	0%	4	1%	5	1%	430	100%
1:45 PM - 2:45 PM	389	88%	43	10%	0	0%	3	1%	6	1%	441	100%
2:00 PM - 3:00 PM	404	89%	37	8%	0	0%	3	1%	8	2%	452	100%
2:15 PM - 3:15 PM	390	91%	26	6%	0	0%	4	1%	8	2%	428	100%
2:30 PM - 3:30 PM	351	91%	22	6%	0	0%	2	1%	9	2%	384	100%
2:45 PM - 3:45 PM	322	89%	23	6%	4	1%	3	1%	10	3%	362	100%
3:00 PM - 4:00 PM	308	88%	28	8%	4	1%	3	1%	7	2%	350	100%
3:15 PM - 4:15 PM	312	87%	30	8%	5	1%	2	1%	8	2%	357	100%
3:30 PM - 4:30 PM	327	87%	31	8%	6	2%	3	1%	9	2%	376	100%
3:45 PM - 4:45 PM	309	89%	28	8%	2	1%	3	1%	7	2%	349	100%
4:00 PM - 5:00 PM	298	89%	23	7%	2	1%	3	1%	7	2%	333	100%



Aerotech
Vehicle Classification Counts - Holiday
Location 1: Airport Road & New King Street
Movement: B (Westbound Airport Road)
Survey Date: 11/26/08

Time Period	Vehicle Class										Total	Total %
	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	% Bus	Truck	% Truck		
8:00 AM - 8:15 AM	44	80%	7	13%	1	2%	2	4%	1	2%	55	100%
8:15 AM - 8:30 AM	38	83%	3	7%	0	0%	2	4%	3	7%	46	100%
8:30 AM - 8:45 AM	35	74%	5	11%	2	4%	0	0%	5	11%	47	100%
8:45 AM - 9:00 AM	34	76%	5	11%	0	0%	4	9%	2	4%	45	100%
9:00 AM - 9:15 AM	39	71%	3	5%	0	0%	10	18%	3	5%	55	100%
9:15 AM - 9:30 AM	26	68%	4	11%	1	3%	4	11%	3	8%	38	100%
9:30 AM - 9:45 AM	33	80%	2	5%	0	0%	2	5%	4	10%	41	100%
9:45 AM - 10:00 AM	48	83%	4	7%	0	0%	0	0%	6	10%	58	100%
10:00 AM - 10:15 AM	43	78%	4	7%	0	0%	2	4%	6	11%	55	100%
10:15 AM - 10:30 AM	44	76%	13	22%	0	0%	0	0%	1	2%	58	100%
10:30 AM - 10:45 AM	52	85%	6	10%	1	2%	0	0%	2	3%	61	100%
10:45 AM - 11:00 AM	34	77%	5	11%	1	2%	1	2%	3	7%	44	100%
11:00 AM - 11:15 AM	64	86%	6	8%	0	0%	1	1%	3	4%	74	100%
11:15 AM - 11:30 AM	79	89%	4	4%	0	0%	0	0%	6	7%	89	100%
11:30 AM - 11:45 AM	38	83%	7	15%	0	0%	0	0%	1	2%	46	100%
11:45 AM - 12:00 PM	41	87%	5	11%	1	2%	0	0%	0	0%	47	100%
12:00 PM - 12:15 PM	76	88%	3	3%	0	0%	2	2%	5	6%	86	100%
12:15 PM - 12:30 PM	99	90%	7	6%	2	2%	1	1%	1	1%	110	100%
12:30 PM - 12:45 PM	61	85%	6	8%	0	0%	1	1%	4	6%	72	100%
12:45 PM - 1:00 PM	66	79%	12	14%	1	1%	0	0%	5	6%	84	100%
1:00 PM - 1:15 PM	96	88%	7	6%	0	0%	1	1%	5	5%	109	100%
1:15 PM - 1:30 PM	71	87%	6	7%	1	1%	2	2%	2	2%	82	100%
1:30 PM - 1:45 PM	87	88%	9	9%	0	0%	3	3%	0	0%	99	100%
1:45 PM - 2:00 PM	105	85%	11	9%	0	0%	5	4%	3	2%	124	100%
2:00 PM - 2:15 PM	102	86%	7	6%	0	0%	7	6%	3	3%	119	100%
2:15 PM - 2:30 PM	139	88%	16	10%	0	0%	3	2%	0	0%	158	100%
2:30 PM - 2:45 PM	160	91%	9	5%	0	0%	2	1%	4	2%	175	100%
2:45 PM - 3:00 PM	88	89%	7	7%	0	0%	2	2%	2	2%	99	100%
3:00 PM - 3:15 PM	150	94%	6	4%	0	0%	2	1%	2	1%	160	100%
3:15 PM - 3:30 PM	112	94%	5	4%	0	0%	0	0%	2	2%	119	100%
3:30 PM - 3:45 PM	109	92%	8	7%	2	2%	0	0%	0	0%	119	100%
3:45 PM - 4:00 PM	102	87%	10	9%	2	2%	1	1%	2	2%	117	100%
4:00 PM - 4:15 PM	121	88%	11	8%	2	1%	2	1%	2	1%	138	100%
4:15 PM - 4:30 PM	95	91%	6	6%	0	0%	0	0%	3	3%	104	100%
4:30 PM - 4:45 PM	105	89%	12	10%	0	0%	1	1%	0	0%	118	100%
4:45 PM - 5:00 PM	101	91%	9	8%	0	0%	0	0%	1	1%	111	100%

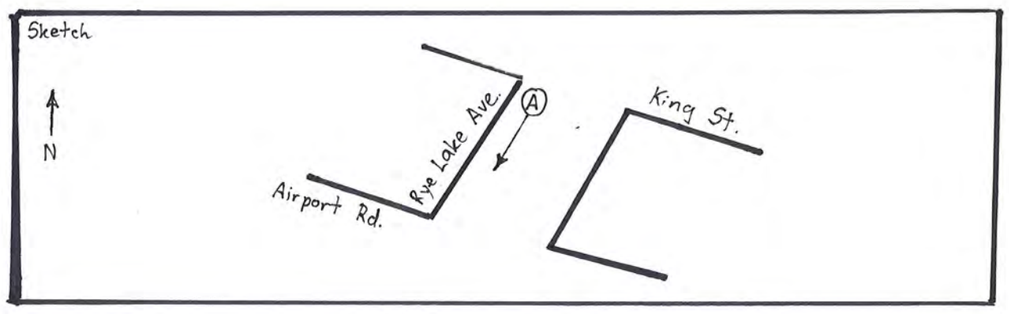
Hourly Totals											Total	Total %
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	%Bus	Truck	% Truck		
8:00 AM - 9:00 AM	151	78%	20	10%	3	2%	8	4%	11	6%	193	100%
8:15 AM - 9:15 AM	146	76%	16	8%	2	1%	16	8%	13	7%	193	100%
8:30 AM - 9:30 AM	134	72%	17	9%	3	2%	18	10%	13	7%	185	100%
8:45 AM - 9:45 AM	132	74%	14	8%	1	1%	20	11%	12	7%	179	100%
9:00 AM - 10:00 AM	146	76%	13	7%	1	1%	16	8%	16	8%	192	100%
9:15 AM - 10:15 AM	150	78%	14	7%	1	1%	8	4%	19	10%	192	100%
9:30 AM - 10:30 AM	168	79%	23	11%	0	0%	4	2%	17	8%	212	100%
9:45 AM - 10:45 AM	187	81%	27	12%	1	0%	2	1%	15	6%	232	100%
10:00 AM - 11:00 AM	173	79%	28	13%	2	1%	3	1%	12	6%	218	100%
10:15 AM - 11:15 AM	194	82%	30	13%	2	1%	2	1%	9	4%	237	100%
10:30 AM - 11:30 AM	229	85%	21	8%	2	1%	2	1%	14	5%	268	100%
10:45 AM - 11:45 AM	215	85%	22	9%	1	0%	2	1%	13	5%	253	100%
11:00 AM - 12:00 PM	222	87%	22	9%	1	0%	1	0%	10	4%	256	100%
11:15 AM - 12:15 PM	234	87%	19	7%	1	0%	2	1%	12	4%	268	100%
11:30 AM - 12:30 PM	254	88%	22	8%	3	1%	3	1%	7	2%	289	100%
11:45 AM - 12:45 PM	277	88%	21	7%	3	1%	4	1%	10	3%	315	100%
12:00 PM - 1:00 PM	302	86%	28	8%	3	1%	4	1%	15	4%	352	100%
12:15 PM - 1:15 PM	322	86%	32	9%	3	1%	3	1%	15	4%	375	100%
12:30 PM - 1:30 PM	294	85%	31	9%	2	1%	4	1%	16	5%	347	100%
12:45 PM - 1:45 PM	320	86%	34	9%	2	1%	6	2%	12	3%	374	100%
1:00 PM - 2:00 PM	359	87%	33	8%	1	0%	11	3%	10	2%	414	100%
1:15 PM - 2:15 PM	365	86%	33	8%	1	0%	17	4%	8	2%	424	100%
1:30 PM - 2:30 PM	433	87%	43	9%	0	0%	18	4%	6	1%	500	100%
1:45 PM - 2:45 PM	506	88%	43	7%	0	0%	17	3%	10	2%	576	100%
2:00 PM - 3:00 PM	489	89%	39	7%	0	0%	14	3%	9	2%	551	100%
2:15 PM - 3:15 PM	537	91%	38	6%	0	0%	9	2%	8	1%	592	100%
2:30 PM - 3:30 PM	510	92%	27	5%	0	0%	6	1%	10	2%	553	100%
2:45 PM - 3:45 PM	459	92%	26	5%	2	0%	4	1%	6	1%	497	100%
3:00 PM - 4:00 PM	473	92%	29	6%	4	1%	3	1%	6	1%	515	100%
3:15 PM - 4:15 PM	444	90%	34	7%	6	1%	3	1%	6	1%	493	100%
3:30 PM - 4:30 PM	427	89%	35	7%	6	1%	3	1%	7	1%	478	100%
3:45 PM - 4:45 PM	423	89%	39	8%	4	1%	4	1%	7	1%	477	100%
4:00 PM - 5:00 PM	422	90%	38	8%	2	0%	3	1%	6	1%	471	100%



Aerotech
Vehicle Classification Counts - Holiday
Location 2: Rye Lake Ave. b/w Airport Road and King Street
Movement: A (Westbound Rye Lake Road)
Survey Date: 11/26/08

	Vehicle Class											
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	% Bus	Truck	% Truck	Total	Total %
8:00 AM - 8:15 AM	23	85%	0	0%	1	4%	2	7%	1	4%	27	100%
8:15 AM - 8:30 AM	23	85%	0	0%	0	0%	0	0%	4	15%	27	100%
8:30 AM - 8:45 AM	34	85%	1	3%	0	0%	1	3%	4	10%	40	100%
8:45 AM - 9:00 AM	22	85%	0	0%	0	0%	3	12%	1	4%	26	100%
9:00 AM - 9:15 AM	19	73%	1	4%	0	0%	5	19%	1	4%	26	100%
9:15 AM - 9:30 AM	25	74%	1	3%	1	3%	6	18%	1	3%	34	100%
9:30 AM - 9:45 AM	29	88%	0	0%	0	0%	2	6%	2	6%	33	100%
9:45 AM - 10:00 AM	31	94%	0	0%	0	0%	0	0%	2	6%	33	100%
10:00 AM - 10:15 AM	38	88%	0	0%	0	0%	1	2%	4	9%	43	100%
10:15 AM - 10:30 AM	36	90%	2	5%	1	3%	0	0%	1	3%	40	100%
10:30 AM - 10:45 AM	37	97%	0	0%	1	3%	0	0%	0	0%	38	100%
10:45 AM - 11:00 AM	38	93%	2	5%	0	0%	0	0%	1	2%	41	100%
11:00 AM - 11:15 AM	28	90%	1	3%	0	0%	1	3%	1	3%	31	100%
11:15 AM - 11:30 AM	23	96%	0	0%	0	0%	0	0%	1	4%	24	100%
11:30 AM - 11:45 AM	35	90%	1	3%	0	0%	0	0%	3	8%	39	100%
11:45 AM - 12:00 PM	30	94%	0	0%	1	3%	1	3%	0	0%	32	100%
12:00 PM - 12:15 PM	29	97%	0	0%	0	0%	0	0%	1	3%	30	100%
12:15 PM - 12:30 PM	33	89%	2	5%	0	0%	0	0%	2	5%	37	100%
12:30 PM - 12:45 PM	35	97%	0	0%	1	3%	0	0%	0	0%	36	100%
12:45 PM - 1:00 PM	43	90%	0	0%	0	0%	0	0%	5	10%	48	100%
1:00 PM - 1:15 PM	48	94%	1	2%	1	2%	1	2%	0	0%	51	100%
1:15 PM - 1:30 PM	57	90%	3	5%	0	0%	0	0%	3	5%	63	100%
1:30 PM - 1:45 PM	69	99%	1	1%	0	0%	0	0%	0	0%	70	100%
1:45 PM - 2:00 PM	54	82%	2	3%	1	2%	6	9%	3	5%	66	100%
2:00 PM - 2:15 PM	70	86%	2	2%	3	4%	6	7%	0	0%	81	100%
2:15 PM - 2:30 PM	96	97%	1	1%	0	0%	2	2%	0	0%	99	100%
2:30 PM - 2:45 PM	82	93%	2	2%	1	1%	1	1%	2	2%	88	100%
2:45 PM - 3:00 PM	53	93%	2	4%	0	0%	1	2%	1	2%	57	100%
3:00 PM - 3:15 PM	68	99%	0	0%	0	0%	1	1%	0	0%	69	100%
3:15 PM - 3:30 PM	75	96%	2	3%	0	0%	0	0%	1	1%	78	100%
3:30 PM - 3:45 PM	74	99%	0	0%	1	1%	0	0%	0	0%	75	100%
3:45 PM - 4:00 PM	58	97%	0	0%	0	0%	0	0%	2	3%	60	100%
4:00 PM - 4:15 PM	85	98%	0	0%	0	0%	2	2%	0	0%	87	100%
4:15 PM - 4:30 PM	82	99%	1	1%	0	0%	0	0%	0	0%	83	100%
4:30 PM - 4:45 PM	80	99%	1	1%	0	0%	0	0%	0	0%	81	100%
4:45 PM - 5:00 PM	50	96%	0	0%	0	0%	0	0%	2	4%	52	100%

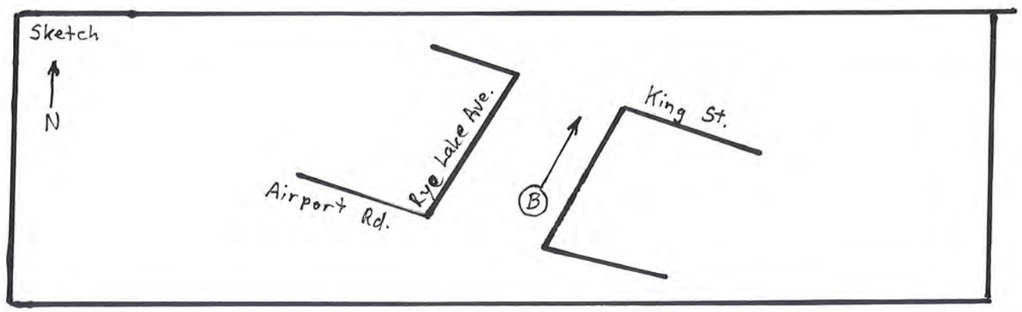
	Hourly Totals											
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	%Bus	Truck	% Truck	Total	Total %
8:00 AM - 9:00 AM	102	85%	1	1%	1	1%	6	5%	10	8%	120	100%
8:15 AM - 9:15 AM	98	82%	2	2%	0	0%	9	8%	10	8%	119	100%
8:30 AM - 9:30 AM	100	79%	3	2%	1	1%	15	12%	7	6%	126	100%
8:45 AM - 9:45 AM	95	80%	2	2%	1	1%	16	13%	5	4%	119	100%
9:00 AM - 10:00 AM	104	83%	2	2%	1	1%	13	10%	6	5%	126	100%
9:15 AM - 10:15 AM	123	86%	1	1%	1	1%	9	6%	9	6%	143	100%
9:30 AM - 10:30 AM	134	90%	2	1%	1	1%	3	2%	9	6%	149	100%
9:45 AM - 10:45 AM	142	92%	2	1%	2	1%	1	1%	7	5%	154	100%
10:00 AM - 11:00 AM	149	92%	4	2%	2	1%	1	1%	6	4%	162	100%
10:15 AM - 11:15 AM	139	93%	5	3%	2	1%	1	1%	3	2%	150	100%
10:30 AM - 11:30 AM	126	94%	3	2%	1	1%	1	1%	3	2%	134	100%
10:45 AM - 11:45 AM	124	92%	4	3%	0	0%	1	1%	6	4%	135	100%
11:00 AM - 12:00 PM	116	92%	2	2%	1	1%	2	2%	5	4%	126	100%
11:15 AM - 12:15 PM	117	94%	1	1%	1	1%	1	1%	5	4%	125	100%
11:30 AM - 12:30 PM	127	92%	3	2%	1	1%	1	1%	6	4%	138	100%
11:45 AM - 12:45 PM	127	94%	2	1%	2	1%	1	1%	3	2%	135	100%
12:00 PM - 1:00 PM	140	93%	2	1%	1	1%	0	0%	8	5%	151	100%
12:15 PM - 1:15 PM	159	92%	3	2%	2	1%	1	1%	7	4%	172	100%
12:30 PM - 1:30 PM	183	92%	4	2%	2	1%	1	1%	8	4%	198	100%
12:45 PM - 1:45 PM	217	94%	5	2%	1	0%	1	0%	8	3%	232	100%
1:00 PM - 2:00 PM	228	91%	7	3%	2	1%	7	3%	6	2%	250	100%
1:15 PM - 2:15 PM	250	89%	8	3%	4	1%	12	4%	6	2%	280	100%
1:30 PM - 2:30 PM	289	91%	6	2%	4	1%	14	4%	3	1%	316	100%
1:45 PM - 2:45 PM	302	90%	7	2%	5	1%	15	4%	5	1%	334	100%
2:00 PM - 3:00 PM	301	93%	7	2%	4	1%	10	3%	3	1%	325	100%
2:15 PM - 3:15 PM	299	96%	5	2%	1	0%	5	2%	3	1%	313	100%
2:30 PM - 3:30 PM	278	95%	6	2%	1	0%	3	1%	4	1%	292	100%
2:45 PM - 3:45 PM	270	97%	4	1%	1	0%	2	1%	2	1%	279	100%
3:00 PM - 4:00 PM	275	98%	2	1%	1	0%	1	0%	3	1%	282	100%
3:15 PM - 4:15 PM	292	97%	2	1%	1	0%	2	1%	3	1%	300	100%
3:30 PM - 4:30 PM	299	98%	1	0%	1	0%	2	1%	2	1%	305	100%
3:45 PM - 4:45 PM	305	98%	2	1%	0	0%	2	1%	2	1%	311	100%
4:00 PM - 5:00 PM	297	98%	2	1%	0	0%	2	1%	2	1%	303	100%



Aerotech
Vehicle Classification Counts - Holiday
Location 2: Rye Lake Ave. b/w Airport Road and King Street
Movement: B (Eastbound Rye Lake Road)
Survey Date: 11/26/08

	Vehicle Class											
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	% Bus	Truck	% Truck	Total	Total %
8:00 AM - 8:15 AM	76	94%	1	1%	1	1%	1	1%	2	2%	81	100%
8:15 AM - 8:30 AM	46	98%	0	0%	0	0%	0	0%	1	2%	47	100%
8:30 AM - 8:45 AM	50	89%	1	2%	0	0%	5	9%	0	0%	56	100%
8:45 AM - 9:00 AM	49	83%	1	2%	0	0%	5	8%	4	7%	59	100%
9:00 AM - 9:15 AM	42	81%	1	2%	0	0%	5	10%	4	8%	52	100%
9:15 AM - 9:30 AM	47	90%	0	0%	1	2%	2	4%	2	4%	52	100%
9:30 AM - 9:45 AM	30	94%	0	0%	0	0%	0	0%	2	6%	32	100%
9:45 AM - 10:00 AM	37	93%	1	3%	0	0%	1	3%	1	3%	40	100%
10:00 AM - 10:15 AM	31	91%	1	3%	1	3%	0	0%	1	3%	34	100%
10:15 AM - 10:30 AM	39	98%	0	0%	1	3%	0	0%	0	0%	40	100%
10:30 AM - 10:45 AM	26	93%	0	0%	1	4%	0	0%	1	4%	28	100%
10:45 AM - 11:00 AM	30	91%	1	3%	0	0%	0	0%	2	6%	33	100%
11:00 AM - 11:15 AM	49	86%	1	2%	0	0%	1	2%	6	11%	57	100%
11:15 AM - 11:30 AM	39	87%	1	2%	0	0%	0	0%	5	11%	45	100%
11:30 AM - 11:45 AM	35	90%	1	3%	0	0%	0	0%	3	8%	39	100%
11:45 AM - 12:00 PM	24	92%	1	4%	0	0%	1	4%	0	0%	26	100%
12:00 PM - 12:15 PM	29	97%	1	3%	0	0%	0	0%	0	0%	30	100%
12:15 PM - 12:30 PM	29	94%	2	6%	0	0%	0	0%	0	0%	31	100%
12:30 PM - 12:45 PM	33	92%	2	6%	1	3%	0	0%	0	0%	36	100%
12:45 PM - 1:00 PM	37	93%	1	3%	0	0%	1	3%	1	3%	40	100%
1:00 PM - 1:15 PM	25	68%	2	5%	1	3%	5	14%	4	11%	37	100%
1:15 PM - 1:30 PM	37	74%	1	2%	1	2%	11	22%	0	0%	50	100%
1:30 PM - 1:45 PM	33	92%	0	0%	1	3%	1	3%	1	3%	36	100%
1:45 PM - 2:00 PM	41	89%	2	4%	2	4%	1	2%	0	0%	46	100%
2:00 PM - 2:15 PM	50	82%	2	3%	4	7%	3	5%	2	3%	61	100%
2:15 PM - 2:30 PM	56	90%	2	3%	1	2%	2	3%	1	2%	62	100%
2:30 PM - 2:45 PM	70	93%	2	3%	2	3%	0	0%	1	1%	75	100%
2:45 PM - 3:00 PM	38	95%	1	3%	0	0%	0	0%	1	3%	40	100%
3:00 PM - 3:15 PM	44	92%	2	4%	0	0%	1	2%	1	2%	48	100%
3:15 PM - 3:30 PM	47	92%	2	4%	0	0%	0	0%	2	4%	51	100%
3:30 PM - 3:45 PM	41	91%	1	2%	0	0%	0	0%	3	7%	45	100%
3:45 PM - 4:00 PM	42	95%	0	0%	1	2%	1	2%	0	0%	44	100%
4:00 PM - 4:15 PM	41	98%	1	2%	0	0%	0	0%	0	0%	42	100%
4:15 PM - 4:30 PM	43	98%	0	0%	0	0%	0	0%	1	2%	44	100%
4:30 PM - 4:45 PM	59	94%	0	0%	1	2%	0	0%	3	5%	63	100%
4:45 PM - 5:00 PM	40	98%	0	0%	0	0%	0	0%	1	2%	41	100%

Hourly Totals												
Time Period	Auto	% Auto	Black Car/Limo	% Black Car/Limo	Taxi	% Taxi	Bus	%Bus	Truck	% Truck	Total	Total %
8:00 AM - 9:00 AM	221	91%	3	1%	1	0%	11	5%	7	3%	243	100%
8:15 AM - 9:15 AM	187	87%	3	1%	0	0%	15	7%	9	4%	214	100%
8:30 AM - 9:30 AM	188	86%	3	1%	1	0%	17	8%	10	5%	219	100%
8:45 AM - 9:45 AM	168	86%	2	1%	1	1%	12	6%	12	6%	195	100%
9:00 AM - 10:00 AM	156	89%	2	1%	1	1%	8	5%	9	5%	176	100%
9:15 AM - 10:15 AM	145	92%	2	1%	2	1%	3	2%	6	4%	158	100%
9:30 AM - 10:30 AM	137	94%	2	1%	2	1%	1	1%	4	3%	146	100%
9:45 AM - 10:45 AM	133	94%	2	1%	3	2%	1	1%	3	2%	142	100%
10:00 AM - 11:00 AM	126	93%	2	1%	3	2%	0	0%	4	3%	135	100%
10:15 AM - 11:15 AM	144	91%	2	1%	2	1%	1	1%	9	6%	158	100%
10:30 AM - 11:30 AM	144	88%	3	2%	1	1%	1	1%	14	9%	163	100%
10:45 AM - 11:45 AM	153	88%	4	2%	0	0%	1	1%	16	9%	174	100%
11:00 AM - 12:00 PM	147	88%	4	2%	0	0%	2	1%	14	8%	167	100%
11:15 AM - 12:15 PM	127	91%	4	3%	0	0%	1	1%	8	6%	140	100%
11:30 AM - 12:30 PM	117	93%	5	4%	0	0%	1	1%	3	2%	126	100%
11:45 AM - 12:45 PM	115	93%	6	5%	1	1%	1	1%	0	0%	123	100%
12:00 PM - 1:00 PM	128	93%	6	4%	1	1%	1	1%	1	1%	137	100%
12:15 PM - 1:15 PM	124	86%	7	5%	2	1%	6	4%	5	3%	144	100%
12:30 PM - 1:30 PM	132	81%	6	4%	3	2%	17	10%	5	3%	163	100%
12:45 PM - 1:45 PM	132	81%	4	2%	3	2%	18	11%	6	4%	163	100%
1:00 PM - 2:00 PM	136	80%	5	3%	5	3%	18	11%	5	3%	169	100%
1:15 PM - 2:15 PM	161	83%	5	3%	8	4%	16	8%	3	2%	193	100%
1:30 PM - 2:30 PM	180	88%	6	3%	8	4%	7	3%	4	2%	205	100%
1:45 PM - 2:45 PM	217	89%	8	3%	9	4%	6	2%	4	2%	244	100%
2:00 PM - 3:00 PM	214	90%	7	3%	7	3%	5	2%	5	2%	238	100%
2:15 PM - 3:15 PM	208	92%	7	3%	3	1%	3	1%	4	2%	225	100%
2:30 PM - 3:30 PM	199	93%	7	3%	2	1%	1	0%	5	2%	214	100%
2:45 PM - 3:45 PM	170	92%	6	3%	0	0%	1	1%	7	4%	184	100%
3:00 PM - 4:00 PM	174	93%	5	3%	1	1%	2	1%	6	3%	188	100%
3:15 PM - 4:15 PM	171	94%	4	2%	1	1%	1	1%	5	3%	182	100%
3:30 PM - 4:30 PM	167	95%	2	1%	1	1%	1	1%	4	2%	175	100%
3:45 PM - 4:45 PM	185	96%	1	1%	2	1%	1	1%	4	2%	193	100%
4:00 PM - 5:00 PM	183	96%	1	1%	1	1%	0	0%	5	3%	190	100%



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	20	240	30	5	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1638	0	1835	0	0	1861
Flt Permitted	0.976					0.991
Satd. Flow (perm)	1638	0	1835	0	0	1846
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	24		15			
Link Speed (mph)	30		30			30
Link Distance (ft)	340		157			358
Travel Time (s)	7.7		3.6			8.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.78	0.78	0.50	0.50
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	346	0	0	390
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	25.0	0.0	55.0	0.0	55.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	0.0%	68.8%	68.8%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	6.9		67.1			67.1
Actuated g/C Ratio	0.09		0.87			0.87
v/c Ratio	0.28		0.22			0.24
Control Delay	25.5		2.2			2.4
Queue Delay	0.0		0.0			0.0
Total Delay	25.5		2.2			2.4
LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	25.5		2.2			2.4
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 77.3			
Natural Cycle: 45			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 3.7		Intersection LOS: A	
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Gateway Lane & NYS Route 120

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	330	35	235	0	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	200		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1743	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1743	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		39				
Link Speed (mph)	30		30			30
Link Distance (ft)	315		909			368
Travel Time (s)	7.2		20.7			8.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.88	0.88	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	367	39	267	0	0	226
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0			4.0
Minimum Split (s)	25.0	25.0	45.0			45.0
Total Split (s)	35.0	35.0	55.0	0.0	0.0	55.0
Total Split (%)	38.9%	38.9%	61.1%	0.0%	0.0%	61.1%
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None			None
Act Effct Green (s)	12.5	12.5	11.5			11.5
Actuated g/C Ratio	0.36	0.36	0.33			0.33
v/c Ratio	0.58	0.06	0.43			0.36
Control Delay	13.6	3.9	11.8			11.0
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	13.6	3.9	11.8			11.0
LOS	B	A	B			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	12.7		11.8			11.0
Approach LOS	B		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 34.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 28: New King Street & NYS Route 120

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	475	310	0	0	0	140	60	105	80	120	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	275		0	125		350
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	50		25	50		75
Satd. Flow (prot)	1681	1573	0	0	0	0	1770	3199	0	1711	1863	1509
Flt Permitted	0.950	0.999					0.634			0.624		
Satd. Flow (perm)	1681	1573	0	0	0	0	1181	3199	0	1124	1863	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24						130				358
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			835			1433			550	
Travel Time (s)		4.3			19.0			32.6			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.81	0.81	0.81	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	183	932	0	0	0	0	173	204	0	84	126	358
Turn Type	Perm						D.P+P			pm+pt		custom
Protected Phases		4					1 2	2 3		1	3	4
Permitted Phases	4						3			3		3
Detector Phase	4	4					1 2	2 3		1	3	4
Switch Phase												
Minimum Initial (s)	25.0	25.0								10.0	35.0	25.0
Minimum Split (s)	30.0	30.0								15.0	40.0	30.0
Total Split (s)	60.0	60.0	0.0	0.0	0.0	0.0	35.0	75.0	0.0	15.0	55.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	23.3%	50.0%	0.0%	10.0%	36.7%	40.0%
Yellow Time (s)	3.0	3.0								3.0	3.0	3.0
All-Red Time (s)	2.0	2.0								2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag								Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	Yes
Recall Mode	Min	Min								Min	None	Min
Act Effct Green (s)	55.0	55.0					60.2	50.2		45.0	35.0	95.0
Actuated g/C Ratio	0.42	0.42					0.46	0.39		0.35	0.27	0.73
v/c Ratio	0.26	1.37					0.26	0.16		0.19	0.25	0.30
Control Delay	25.7	208.9					19.3	10.1		20.0	39.1	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	25.7	208.9					19.3	10.1		20.0	39.1	1.2
LOS	C	F					B	B		C	D	A

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

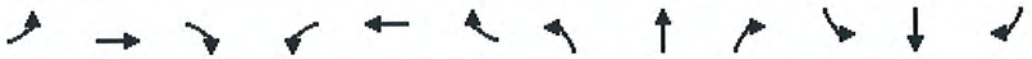
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		178.8						14.3			12.4	
Approach LOS		F						B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 130.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 102.8		Intersection LOS: F	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Airport Road & NYS Route 120

Lane Group	ø2
Approach Delay	
Approach LOS	

Intersection Summary

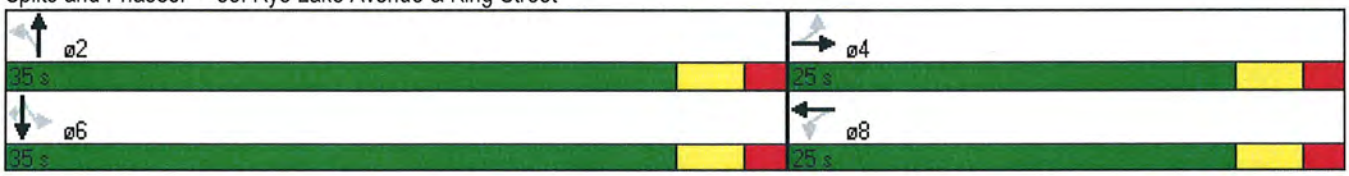


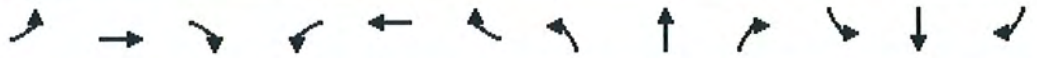
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	5	240	0	10	0	120	50	5	5	20	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	15	12	12	11	12	12	13	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		50
Satd. Flow (prot)	0	1536	0	0	2049	0	0	1667	0	0	1906	1478
Flt Permitted		0.962						0.777			0.900	
Satd. Flow (perm)	0	1485	0	0	2049	0	0	1339	0	0	1732	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		312						3				41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1171			335			653			286	
Travel Time (s)		26.6			7.6			14.8			6.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.25	0.25	0.25	0.78	0.78	0.78	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	8%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	0	0	40	0	0	224	0	0	29	41
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	0.0%	41.7%	41.7%	0.0%	58.3%	58.3%	0.0%	58.3%	58.3%	58.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)		8.3			8.3			12.9			10.3	10.3
Actuated g/C Ratio		0.32			0.32			0.50			0.40	0.40
v/c Ratio		0.51			0.06			0.33			0.04	0.07
Control Delay		5.2			8.6			8.8			6.6	3.3
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		5.2			8.6			8.8			6.6	3.3
LOS		A			A			A			A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.2			8.6			8.8			4.7	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 25.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 6.5		Intersection LOS: A	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 33: Rye Lake Avenue & King Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	530	0	0	395	85	0	0	430	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.90	0.92	0.92	0.90	0.70	0.92	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	12	589	0	0	439	121	0	0	478	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					190							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	560			589			1112	1173	589	1590	1112	500
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	483			589			1080	1146	589	1598	1080	417
tC, single (s)	4.2			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			100			100	100	5	100	100	100
cM capacity (veh/h)	979			986			179	182	501	4	199	587

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	601	560	478
Volume Left	12	0	0
Volume Right	0	121	478
cSH	979	1700	501
Volume to Capacity	0.01	0.33	0.95
Queue Length 95th (ft)	1	0	300
Control Delay (s)	0.3	0.0	58.3
Lane LOS	A		F
Approach Delay (s)	0.3	0.0	58.3
Approach LOS			F

Intersection Summary			
Average Delay	17.1		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	395	0	0	0	535	5
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.92	0.92	0.92	0.90	0.50
Hourly flow rate (vph)	439	0	0	0	594	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	520					
pX, platoon unblocked						
vC, conflicting volume	0		878	0	878	878
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		878	0	878	878
tC, single (s)	4.2		6.5	6.2	7.2	6.5
tC, 2 stage (s)						
tF (s)	2.3		4.0	3.3	3.6	4.0
p0 queue free %	72		100	100	0	95
cM capacity (veh/h)	1591		208	1085	208	208

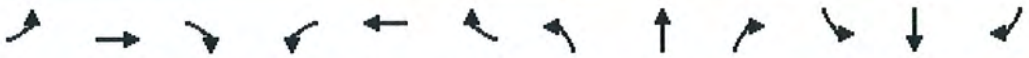
Direction, Lane #	WB 1	SB 1
Volume Total	439	604
Volume Left	439	594
Volume Right	0	0
cSH	1591	208
Volume to Capacity	0.28	2.91
Queue Length 95th (ft)	28	1344
Control Delay (s)	8.1	906.1
Lane LOS	A	F
Approach Delay (s)	8.1	906.1
Approach LOS		F

Intersection Summary			
Average Delay	528.4		
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	135	10	70	360	5	170
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	153	11	86	444	7	233
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			165		554	159
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			165		554	159
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		98	73
cM capacity (veh/h)			1411		434	858

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	165	235	296	240
Volume Left	0	86	0	7
Volume Right	11	0	0	233
cSH	1700	1411	1700	835
Volume to Capacity	0.10	0.06	0.17	0.29
Queue Length 95th (ft)	0	5	0	30
Control Delay (s)	0.0	3.2	0.0	11.0
Lane LOS		A		B
Approach Delay (s)	0.0	1.4		11.0
Approach LOS				B

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	35	5	5	60	25	80	5	105	175	90	340	35
Peak Hour Factor	0.46	0.46	0.46	0.67	0.67	0.67	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	76	11	11	90	37	119	6	117	194	100	378	39
Approach Volume (veh/h)		98			246			317			517	
Crossing Volume (veh/h)		567			198			187			132	
High Capacity (veh/h)		884			1186			1196			1249	
High v/c (veh/h)		0.11			0.21			0.26			0.41	
Low Capacity (veh/h)		711			980			990			1037	
Low v/c (veh/h)		0.14			0.25			0.32			0.50	

Intersection Summary												
Maximum v/c High			0.41									
Maximum v/c Low			0.50									
Intersection Capacity Utilization			60.8%		ICU Level of Service				B			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	130	0	0	200	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.92	0.92	0.90	0.92	0.92
Hourly flow rate (vph)	144	0	0	222	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	222	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	222	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	100	100			
cM capacity (veh/h)	766	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	144	222
Volume Left	144	0
Volume Right	0	0
cSH	766	1700
Volume to Capacity	0.19	0.13
Queue Length 95th (ft)	17	0
Control Delay (s)	10.8	0.0
Lane LOS	B	
Approach Delay (s)	10.8	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	105.1%	ICU Level of Service	G
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	40	45	370	105	35	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1633	0	1807	0	0	1853
Flt Permitted	0.977					0.897
Satd. Flow (perm)	1633	0	1807	0	0	1671
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	58		34			
Link Speed (mph)	30		30			30
Link Distance (ft)	340		157			358
Travel Time (s)	7.7		3.6			8.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.78	0.78	0.67	0.67	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	709	0	0	493
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	25.0	0.0	55.0	0.0	55.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	0.0%	68.8%	68.8%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	8.2		61.4			61.4
Actuated g/C Ratio	0.11		0.81			0.81
v/c Ratio	0.48		0.48			0.37
Control Delay	23.8		4.8			4.1
Queue Delay	0.0		0.4			0.0
Total Delay	23.8		5.3			4.1
LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	23.8		5.3			4.1
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.2			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

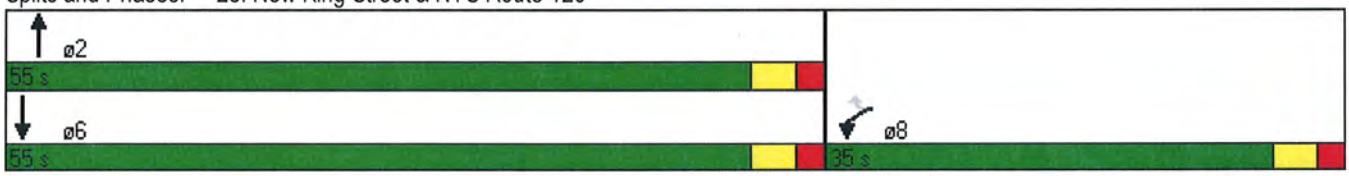
Splits and Phases: 20: Gateway Lane & NYS Route 120

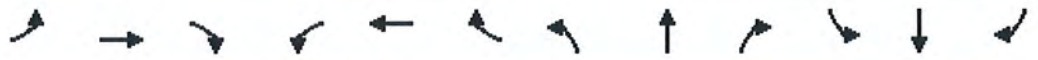
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	570	90	385	0	0	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	200		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1811	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1811	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		86				
Link Speed (mph)	30		30			30
Link Distance (ft)	315		909			368
Travel Time (s)	7.2		20.7			8.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	606	96	414	0	0	382
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0			4.0
Minimum Split (s)	25.0	25.0	45.0			45.0
Total Split (s)	35.0	35.0	55.0	0.0	0.0	55.0
Total Split (%)	38.9%	38.9%	61.1%	0.0%	0.0%	61.1%
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None			None
Act Effct Green (s)	28.3	28.3	18.0			18.0
Actuated g/C Ratio	0.50	0.50	0.32			0.32
v/c Ratio	0.67	0.11	0.70			0.64
Control Delay	16.3	3.5	23.6			21.9
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	16.3	3.5	23.6			21.9
LOS	B	A	C			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	14.6		23.6			21.9
Approach LOS	B		C			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 56.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 28: New King Street & NYS Route 120





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	225	330	135	0	0	0	355	160	95	65	200	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	275		0	125		350
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	50		25	50		75
Satd. Flow (prot)	1681	1635	0	0	0	0	1770	3341	0	1711	1863	1568
Flt Permitted	0.950	0.998					0.478			0.588		
Satd. Flow (perm)	1681	1635	0	0	0	0	890	3341	0	1059	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						99				295
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			835			1433			550	
Travel Time (s)		4.3			19.0			32.6			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	211	508	0	0	0	0	370	266	0	73	225	742
Turn Type	Perm						D.P+P			pm+pt		custom
Protected Phases		4					1 2	2 3		1	3	4
Permitted Phases	4						3			3		3
Detector Phase	4	4					1 2	2 3		1	3	4
Switch Phase												
Minimum Initial (s)	25.0	25.0								10.0	35.0	25.0
Minimum Split (s)	30.0	30.0								15.0	40.0	30.0
Total Split (s)	60.0	60.0	0.0	0.0	0.0	0.0	35.0	75.0	0.0	15.0	55.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	23.3%	50.0%	0.0%	10.0%	36.7%	40.0%
Yellow Time (s)	3.0	3.0								3.0	3.0	3.0
All-Red Time (s)	2.0	2.0								2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag								Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	Yes
Recall Mode	Min	Min								Min	None	Min
Act Effct Green (s)	47.8	47.8					63.5	53.4		45.4	35.3	88.1
Actuated g/C Ratio	0.38	0.38					0.50	0.42		0.36	0.28	0.70
v/c Ratio	0.33	0.81					0.57	0.18		0.17	0.43	0.63
Control Delay	29.3	45.3					22.2	15.3		19.1	42.6	8.3
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	29.3	45.3					22.2	15.3		19.1	42.6	8.3
LOS	C	D					C	B		B	D	A

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

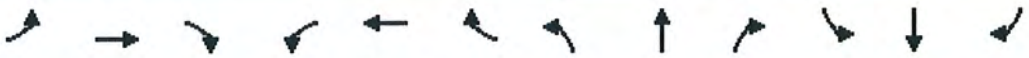
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		40.6						19.3			16.5	
Approach LOS		D						B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 126.4			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Airport Road & NYS Route 120

Lane Group	ø2
Approach Delay	
Approach LOS	

Intersection Summary

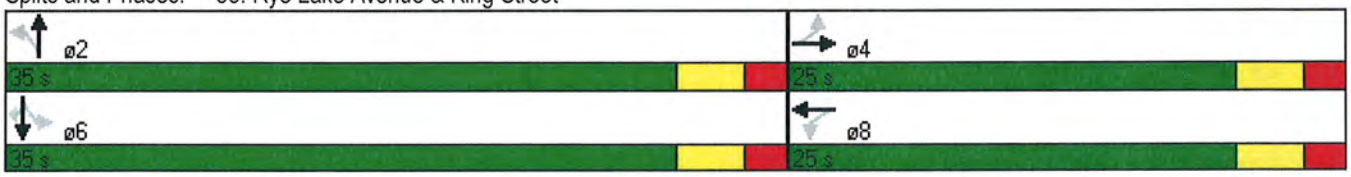


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	5	225	5	5	5	365	140	5	5	55	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	15	12	12	11	12	12	13	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		50
Satd. Flow (prot)	0	1569	0	0	1926	0	0	1736	0	0	1917	1478
Flt Permitted		0.986			0.822			0.737			0.958	
Satd. Flow (perm)	0	1550	0	0	1609	0	0	1326	0	0	1844	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		281			7			1				68
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1171			335			653			286	
Travel Time (s)		26.6			7.6			14.8			6.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.67	0.67	0.67	0.89	0.89	0.89	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	299	0	0	21	0	0	573	0	0	81	68
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	0.0%	41.7%	41.7%	0.0%	58.3%	58.3%	0.0%	58.3%	58.3%	58.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)		7.7			7.7			23.6			23.6	23.6
Actuated g/C Ratio		0.18			0.18			0.56			0.56	0.56
v/c Ratio		0.58			0.07			0.76			0.08	0.08
Control Delay		8.5			13.7			16.4			4.7	1.9
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		8.5			13.7			16.4			4.7	1.9
LOS		A			B			B			A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.5			13.7			16.4			3.4	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 41.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 33: Rye Lake Avenue & King Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	215	0	0	655	360	0	0	475	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	30	239	0	0	720	396	0	0	528	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					190							
pX, platoon unblocked	0.81						0.81	0.81		0.81	0.81	0.81
vC, conflicting volume	1115			239			1216	1414	239	1744	1216	918
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1025			239			1150	1394	239	1801	1150	781
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	34	100	100	100
cM capacity (veh/h)	549			1328			136	108	800	16	152	320

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	269	1115	528
Volume Left	30	0	0
Volume Right	0	396	528
cSH	549	1700	800
Volume to Capacity	0.05	0.66	0.66
Queue Length 95th (ft)	4	0	127
Control Delay (s)	2.0	0.0	17.8
Lane LOS	A		C
Approach Delay (s)	2.0	0.0	17.8
Approach LOS			C

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	655	0	0	0	230	5
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.92	0.92	0.92	0.90	0.50
Hourly flow rate (vph)	728	0	0	0	256	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	520					
pX, platoon unblocked						
vC, conflicting volume	0		1456	0	1456	1456
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		1456	0	1456	1456
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	55		100	100	0	86
cM capacity (veh/h)	1617		71	1085	70	71

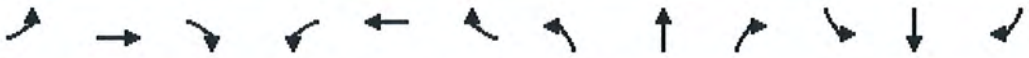
Direction, Lane #	WB 1	SB 1
Volume Total	728	266
Volume Left	728	256
Volume Right	0	0
cSH	1617	70
Volume to Capacity	0.45	3.80
Queue Length 95th (ft)	60	Err
Control Delay (s)	9.0	Err
Lane LOS	A	F
Approach Delay (s)	9.0	Err
Approach LOS		F

Intersection Summary			
Average Delay	2679.7		
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	190	15	165	170	25	420
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.93	0.93
Hourly flow rate (vph)	216	17	179	185	27	452
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			233		676	224
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			233		676	224
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		92	42
cM capacity (veh/h)			1332		335	779

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	233	241	123	478
Volume Left	0	179	0	27
Volume Right	17	0	0	452
cSH	1700	1332	1700	725
Volume to Capacity	0.14	0.13	0.07	0.66
Queue Length 95th (ft)	0	12	0	125
Control Delay (s)	0.0	6.3	0.0	19.1
Lane LOS		A		C
Approach Delay (s)	0.0	4.2		19.1
Approach LOS				C

Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	5	5	10	350	20	50	5	465	50	185	300	20
Peak Hour Factor	0.60	0.60	0.60	0.69	0.69	0.69	0.90	0.90	0.90	0.88	0.88	0.88
Hourly flow rate (vph)	8	8	17	507	29	72	6	517	56	210	341	23
Approach Volume (veh/h)		33			609			578			574	
Crossing Volume (veh/h)		1058			531			227			542	
High Capacity (veh/h)		593			911			1159			903	
High v/c (veh/h)		0.06			0.67			0.50			0.64	
Low Capacity (veh/h)		458			734			957			727	
Low v/c (veh/h)		0.07			0.83			0.60			0.79	

Intersection Summary												
Maximum v/c High			0.67									
Maximum v/c Low			0.83									
Intersection Capacity Utilization			95.2%		ICU Level of Service				F			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	0	0	565	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.92	0.92	0.90	0.92	0.92
Hourly flow rate (vph)	22	0	0	628	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	628	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	628	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	100	100			
cM capacity (veh/h)	447	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	22	628
Volume Left	22	0
Volume Right	0	0
cSH	447	1700
Volume to Capacity	0.05	0.37
Queue Length 95th (ft)	4	0
Control Delay (s)	13.5	0.0
Lane LOS	B	
Approach Delay (s)	13.5	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	22	264	33	6	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1638	0	1835	0	0	1861
Flt Permitted	0.976					0.989
Satd. Flow (perm)	1638	0	1835	0	0	1842
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26		15			
Link Speed (mph)	30		30			30
Link Distance (ft)	340		157			358
Travel Time (s)	7.7		3.6			8.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.78	0.78	0.50	0.50
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	380	0	0	430
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	25.0	0.0	55.0	0.0	55.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	0.0%	68.8%	68.8%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	7.0		66.8			66.8
Actuated g/C Ratio	0.09		0.87			0.87
v/c Ratio	0.30		0.24			0.27
Control Delay	25.3		2.3			2.5
Queue Delay	0.0		0.0			0.0
Total Delay	25.3		2.3			2.5
LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	25.3		2.3			2.5
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 77.1			
Natural Cycle: 45			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Gateway Lane & NYS Route 120

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	363	39	259	0	0	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	200		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1743	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1743	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		43				
Link Speed (mph)	30		30			30
Link Distance (ft)	315		909			368
Travel Time (s)	7.2		20.7			8.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.88	0.88	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	403	43	294	0	0	248
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0			4.0
Minimum Split (s)	25.0	25.0	45.0			45.0
Total Split (s)	35.0	35.0	55.0	0.0	0.0	55.0
Total Split (%)	38.9%	38.9%	61.1%	0.0%	0.0%	61.1%
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None			None
Act Effct Green (s)	13.6	13.6	12.5			12.5
Actuated g/C Ratio	0.37	0.37	0.34			0.34
v/c Ratio	0.62	0.07	0.46			0.39
Control Delay	14.7	3.8	12.7			11.8
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	14.7	3.8	12.7			11.8
LOS	B	A	B			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	13.7		12.7			11.8
Approach LOS	B		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 36.6			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 28: New King Street & NYS Route 120

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	523	341	0	0	0	154	66	116	88	132	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	275		0	125		350
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	50		25	50		75
Satd. Flow (prot)	1681	1573	0	0	0	0	1770	3199	0	1711	1863	1509
Flt Permitted	0.950	0.999					0.611			0.612		
Satd. Flow (perm)	1681	1573	0	0	0	0	1138	3199	0	1102	1863	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24						143				394
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			835			1433			550	
Travel Time (s)		4.3			19.0			32.6			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.81	0.81	0.81	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	202	1027	0	0	0	0	190	224	0	93	139	394
Turn Type	Perm						D.P+P			pm+pt		custom
Protected Phases		4					1 2	2 3		1	3	4
Permitted Phases	4						3			3		3
Detector Phase	4	4					1 2	2 3		1	3	4
Switch Phase												
Minimum Initial (s)	25.0	25.0								10.0	35.0	25.0
Minimum Split (s)	30.0	30.0								15.0	40.0	30.0
Total Split (s)	60.0	60.0	0.0	0.0	0.0	0.0	35.0	75.0	0.0	15.0	55.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	23.3%	50.0%	0.0%	10.0%	36.7%	40.0%
Yellow Time (s)	3.0	3.0								3.0	3.0	3.0
All-Red Time (s)	2.0	2.0								2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag								Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	Yes
Recall Mode	Min	Min								Min	None	Min
Act Effct Green (s)	55.0	55.0					60.3	50.3		45.0	35.0	95.0
Actuated g/C Ratio	0.42	0.42					0.46	0.39		0.35	0.27	0.73
v/c Ratio	0.28	1.51					0.29	0.17		0.22	0.28	0.33
Control Delay	26.2	268.7					19.7	10.0		20.3	39.6	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	26.2	268.7					19.7	10.0		20.3	39.6	1.2
LOS	C	F					B	A		C	D	A

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		228.8						14.4			12.6	
Approach LOS		F						B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 130.3			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 130.0		Intersection LOS: F	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Airport Road & NYS Route 120

Lane Group	ø2
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	6	264	0	11	0	132	55	6	6	22	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	15	12	12	11	12	12	13	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		50
Satd. Flow (prot)	0	1537	0	0	2049	0	0	1667	0	0	1906	1478
Flt Permitted		0.964						0.776			0.898	
Satd. Flow (perm)	0	1489	0	0	2049	0	0	1338	0	0	1729	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		343						4				45
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1171			335			653			286	
Travel Time (s)		26.6			7.6			14.8			6.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.25	0.25	0.25	0.78	0.78	0.78	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	8%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	387	0	0	44	0	0	248	0	0	33	45
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	0.0%	41.7%	41.7%	0.0%	58.3%	58.3%	0.0%	58.3%	58.3%	58.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)		8.3			8.3			11.2			10.7	10.7
Actuated g/C Ratio		0.30			0.30			0.41			0.39	0.39
v/c Ratio		0.56			0.07			0.45			0.05	0.07
Control Delay		5.9			9.1			10.4			6.7	3.3
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		5.9			9.1			10.4			6.7	3.3
LOS		A			A			B			A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.9			9.1			10.4			4.7	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 27.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 33: Rye Lake Avenue & King Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	583	0	0	435	94	0	0	473	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.90	0.92	0.92	0.90	0.70	0.92	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	14	648	0	0	483	134	0	0	526	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					190							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	618			648			1227	1294	648	1752	1227	550
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	535			648			1201	1275	648	1776	1201	462
tC, single (s)	4.2			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	98			100			100	100	0	0	100	100
cM capacity (veh/h)	926			938			146	150	463	0	166	549

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	662	618	526
Volume Left	14	0	0
Volume Right	0	134	526
cSH	926	1700	463
Volume to Capacity	0.02	0.36	1.13
Queue Length 95th (ft)	1	0	461
Control Delay (s)	0.4	0.0	112.7
Lane LOS	A		F
Approach Delay (s)	0.4	0.0	112.7
Approach LOS			F

Intersection Summary			
Average Delay	33.0		
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	435	0	0	0	589	6
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.92	0.92	0.92	0.90	0.50
Hourly flow rate (vph)	483	0	0	0	654	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	520					
pX, platoon unblocked						
vC, conflicting volume	0		967	0	967	967
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		967	0	967	967
tC, single (s)	4.2		6.5	6.2	7.2	6.5
tC, 2 stage (s)						
tF (s)	2.3		4.0	3.3	3.6	4.0
p0 queue free %	70		100	100	0	93
cM capacity (veh/h)	1591		177	1085	176	177

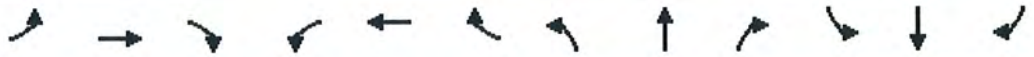
Direction, Lane #	WB 1	SB 1
Volume Total	483	666
Volume Left	483	654
Volume Right	0	0
cSH	1591	176
Volume to Capacity	0.30	3.79
Queue Length 95th (ft)	32	Err
Control Delay (s)	8.2	Err
Lane LOS	A	F
Approach Delay (s)	8.2	Err
Approach LOS		F

Intersection Summary			
Average Delay	5799.2		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	149	11	77	396	6	187
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	169	12	95	489	8	256
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			182		610	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			182		610	176
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		98	69
cM capacity (veh/h)			1391		397	837

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	182	258	326	264
Volume Left	0	95	0	8
Volume Right	12	0	0	256
cSH	1700	1391	1700	809
Volume to Capacity	0.11	0.07	0.19	0.33
Queue Length 95th (ft)	0	5	0	36
Control Delay (s)	0.0	3.2	0.0	11.6
Lane LOS		A		B
Approach Delay (s)	0.0	1.4		11.6
Approach LOS				B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	39	6	6	66	28	88	6	116	193	99	374	39
Peak Hour Factor	0.46	0.46	0.46	0.67	0.67	0.67	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	85	13	13	99	42	131	7	129	214	110	416	43
Approach Volume (veh/h)		111			272			350			569	
Crossing Volume (veh/h)		624			220			208			147	
High Capacity (veh/h)		845			1165			1177			1234	
High v/c (veh/h)		0.13			0.23			0.30			0.46	
Low Capacity (veh/h)		676			962			973			1025	
Low v/c (veh/h)		0.16			0.28			0.36			0.56	

Intersection Summary												
Maximum v/c High			0.46									
Maximum v/c Low			0.56									
Intersection Capacity Utilization			66.0%		ICU Level of Service				C			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	143	0	0	220	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.92	0.92	0.90	0.92	0.92
Hourly flow rate (vph)	159	0	0	244	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	244	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	244	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	100	100			
cM capacity (veh/h)	744	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	159	244
Volume Left	159	0
Volume Right	0	0
cSH	744	1700
Volume to Capacity	0.21	0.14
Queue Length 95th (ft)	20	0
Control Delay (s)	11.1	0.0
Lane LOS	B	
Approach Delay (s)	11.1	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	44	50	407	116	39	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1633	0	1807	0	0	1853
Flt Permitted	0.977					0.882
Satd. Flow (perm)	1633	0	1807	0	0	1643
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	64		34			
Link Speed (mph)	30		30			30
Link Distance (ft)	340		157			358
Travel Time (s)	7.7		3.6			8.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.78	0.78	0.67	0.67	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	780	0	0	544
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	25.0	0.0	55.0	0.0	55.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	0.0%	68.8%	68.8%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	8.4		60.5			60.5
Actuated g/C Ratio	0.11		0.80			0.80
v/c Ratio	0.50		0.54			0.41
Control Delay	23.6		5.6			4.7
Queue Delay	0.0		0.5			0.0
Total Delay	23.6		6.1			4.7
LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	23.6		6.1			4.7
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

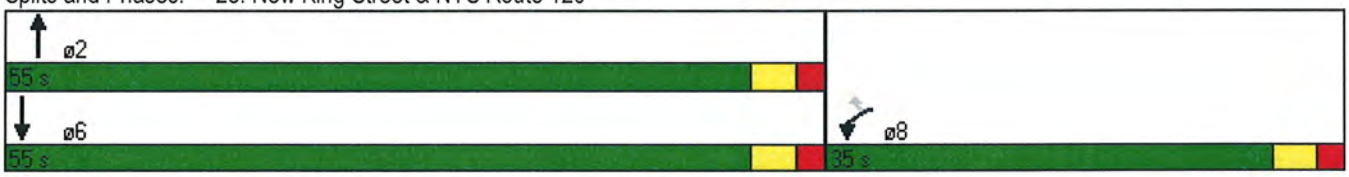
Splits and Phases: 20: Gateway Lane & NYS Route 120

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	627	99	424	0	0	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	200		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1811	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1811	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85				
Link Speed (mph)	30		30			30
Link Distance (ft)	315		909			368
Travel Time (s)	7.2		20.7			8.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	667	105	456	0	0	420
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0			4.0
Minimum Split (s)	25.0	25.0	45.0			45.0
Total Split (s)	35.0	35.0	55.0	0.0	0.0	55.0
Total Split (%)	38.9%	38.9%	61.1%	0.0%	0.0%	61.1%
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None			None
Act Effct Green (s)	30.2	30.2	19.7			19.7
Actuated g/C Ratio	0.50	0.50	0.33			0.33
v/c Ratio	0.73	0.13	0.75			0.69
Control Delay	19.9	4.3	25.8			23.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	19.9	4.3	25.8			23.5
LOS	B	A	C			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	17.8		25.8			23.5
Approach LOS	B		C			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 28: New King Street & NYS Route 120



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	248	363	149	0	0	0	391	176	105	72	220	726
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	275		0	125		350
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	50		25	50		75
Satd. Flow (prot)	1681	1635	0	0	0	0	1770	3341	0	1711	1863	1568
Flt Permitted	0.950	0.998					0.428			0.573		
Satd. Flow (perm)	1681	1635	0	0	0	0	797	3341	0	1032	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						109				240
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			835			1433			550	
Travel Time (s)		4.3			19.0			32.6			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	232	559	0	0	0	0	407	292	0	81	247	816
Turn Type	Perm						D.P+P			pm+pt		custom
Protected Phases		4					1 2	2 3		1	3	4
Permitted Phases	4						3			3		3
Detector Phase	4	4					1 2	2 3		1	3	4
Switch Phase												
Minimum Initial (s)	25.0	25.0								10.0	35.0	25.0
Minimum Split (s)	30.0	30.0								15.0	40.0	30.0
Total Split (s)	60.0	60.0	0.0	0.0	0.0	0.0	35.0	75.0	0.0	15.0	55.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	23.3%	50.0%	0.0%	10.0%	36.7%	40.0%
Yellow Time (s)	3.0	3.0								3.0	3.0	3.0
All-Red Time (s)	2.0	2.0								2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag								Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	Yes
Recall Mode	Min	Min								Min	None	Min
Act Effct Green (s)	52.3	52.3					63.9	53.9		45.1	35.1	92.4
Actuated g/C Ratio	0.40	0.40					0.49	0.41		0.34	0.27	0.70
v/c Ratio	0.35	0.85					0.68	0.20		0.20	0.49	0.69
Control Delay	29.3	48.2					26.3	16.0		20.1	45.7	11.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	29.3	48.2					26.3	16.0		20.1	45.7	11.2
LOS	C	D					C	B		C	D	B

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		42.7						22.0			19.3	
Approach LOS		D						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 131.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Airport Road & NYS Route 120

Lane Group	ø2
Approach Delay	
Approach LOS	

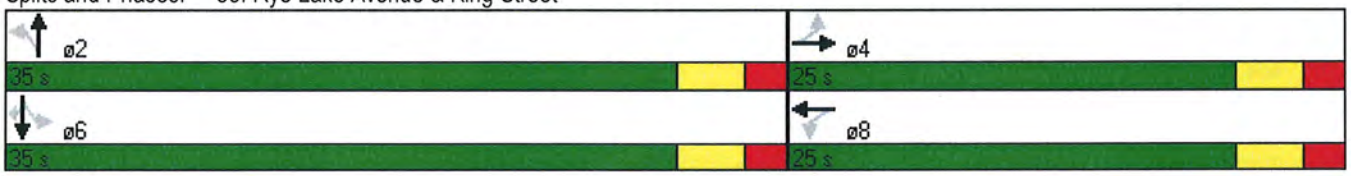
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	6	248	6	6	6	402	154	6	6	61	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	15	12	12	11	12	12	13	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		50
Satd. Flow (prot)	0	1571	0	0	1926	0	0	1736	0	0	1917	1478
Flt Permitted		0.985			0.697			0.731			0.954	
Satd. Flow (perm)	0	1550	0	0	1364	0	0	1315	0	0	1836	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		310			9			1				74
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1171			335			653			286	
Travel Time (s)		26.6			7.6			14.8			6.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.67	0.67	0.67	0.89	0.89	0.89	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	332	0	0	27	0	0	632	0	0	90	74
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	0.0%	41.7%	41.7%	0.0%	58.3%	58.3%	0.0%	58.3%	58.3%	58.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)		7.9			7.9			28.3			28.3	28.3
Actuated g/C Ratio		0.17			0.17			0.61			0.61	0.61
v/c Ratio		0.64			0.11			0.79			0.08	0.08
Control Delay		9.5			14.2			18.1			4.7	1.9
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		9.5			14.2			18.1			4.7	1.9
LOS		A			B			B			A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.5			14.2			18.1			3.5	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 46.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 33: Rye Lake Avenue & King Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	237	0	0	721	396	0	0	523	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	34	263	0	0	792	435	0	0	581	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					190							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	1227			263			1341	1559	263	1922	1341	1010
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1151			263			1297	1575	263	2041	1297	873
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			100	100	25	100	100	100
cM capacity (veh/h)	474			1301			103	80	775	8	117	273

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	297	1227	581
Volume Left	34	0	0
Volume Right	0	435	581
cSH	474	1700	775
Volume to Capacity	0.07	0.72	0.75
Queue Length 95th (ft)	6	0	174
Control Delay (s)	2.5	0.0	22.2
Lane LOS	A		C
Approach Delay (s)	2.5	0.0	22.2
Approach LOS			C

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	721	0	0	0	253	6
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.92	0.92	0.92	0.90	0.50
Hourly flow rate (vph)	801	0	0	0	281	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	520					
pX, platoon unblocked						
vC, conflicting volume	0		1602	0	1602	1602
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		1602	0	1602	1602
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	50		100	100	0	77
cM capacity (veh/h)	1617		53	1085	52	53

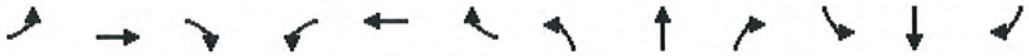
Direction, Lane #	WB 1	SB 1
Volume Total	801	293
Volume Left	801	281
Volume Right	0	0
cSH	1617	52
Volume to Capacity	0.50	5.64
Queue Length 95th (ft)	72	Err
Control Delay (s)	9.4	Err
Lane LOS	A	F
Approach Delay (s)	9.4	Err
Approach LOS		F

Intersection Summary			
Average Delay	2685.3		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	209	17	182	187	28	462
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.93	0.93
Hourly flow rate (vph)	238	19	198	203	30	497
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			257		744	247
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			257		744	247
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		90	34
cM capacity (veh/h)			1305		297	753

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	257	266	136	527
Volume Left	0	198	0	30
Volume Right	19	0	0	497
cSH	1700	1305	1700	692
Volume to Capacity	0.15	0.15	0.08	0.76
Queue Length 95th (ft)	0	13	0	178
Control Delay (s)	0.0	6.5	0.0	24.8
Lane LOS		A		C
Approach Delay (s)	0.0	4.3		24.8
Approach LOS				C

Intersection Summary			
Average Delay	12.5		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	6	6	11	385	22	55	6	512	55	204	330	22
Peak Hour Factor	0.60	0.60	0.60	0.69	0.69	0.69	0.90	0.90	0.90	0.88	0.88	0.88
Hourly flow rate (vph)	10	10	18	558	32	80	7	569	61	232	375	25
Approach Volume (veh/h)		38			670			637			632	
Crossing Volume (veh/h)		1165			586			252			597	
High Capacity (veh/h)		543			872			1137			864	
High v/c (veh/h)		0.07			0.77			0.56			0.73	
Low Capacity (veh/h)		415			700			936			693	
Low v/c (veh/h)		0.09			0.96			0.68			0.91	

Intersection Summary												
Maximum v/c High			0.77									
Maximum v/c Low			0.96									
Intersection Capacity Utilization			103.1%		ICU Level of Service				G			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	0	0	622	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.92	0.92	0.90	0.92	0.92
Hourly flow rate (vph)	24	0	0	691	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	691	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	691	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	100			
cM capacity (veh/h)	410	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	24	691
Volume Left	24	0
Volume Right	0	0
cSH	410	1700
Volume to Capacity	0.06	0.41
Queue Length 95th (ft)	5	0
Control Delay (s)	14.3	0.0
Lane LOS	B	
Approach Delay (s)	14.3	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	22	257	36	6	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1638	0	1831	0	0	1861
Flt Permitted	0.976					0.989
Satd. Flow (perm)	1638	0	1831	0	0	1842
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26		17			
Link Speed (mph)	30		30			30
Link Distance (ft)	340		157			358
Travel Time (s)	7.7		3.6			8.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.78	0.78	0.50	0.50
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	375	0	0	430
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	25.0	0.0	55.0	0.0	55.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	0.0%	68.8%	68.8%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	7.0		66.8			66.8
Actuated g/C Ratio	0.09		0.87			0.87
v/c Ratio	0.30		0.24			0.27
Control Delay	25.3		2.3			2.5
Queue Delay	0.0		0.0			0.0
Total Delay	25.3		2.3			2.5
LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	25.3		2.3			2.5
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 77.1			
Natural Cycle: 45			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Gateway Lane & NYS Route 120

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	317	34	259	0	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	200		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1743	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1743	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		38				
Link Speed (mph)	30		30			30
Link Distance (ft)	315		909			368
Travel Time (s)	7.2		20.7			8.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.88	0.88	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	352	38	294	0	0	247
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0			4.0
Minimum Split (s)	25.0	25.0	45.0			45.0
Total Split (s)	35.0	35.0	55.0	0.0	0.0	55.0
Total Split (%)	38.9%	38.9%	61.1%	0.0%	0.0%	61.1%
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None			None
Act Effct Green (s)	12.4	12.4	12.1			12.1
Actuated g/C Ratio	0.36	0.36	0.35			0.35
v/c Ratio	0.57	0.06	0.45			0.38
Control Delay	13.9	4.1	11.8			10.9
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	13.9	4.1	11.8			10.9
LOS	B	A	B			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	12.9		11.8			10.9
Approach LOS	B		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 34.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 28: New King Street & NYS Route 120

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	517	341	0	0	0	154	66	114	101	120	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	275		0	125		350
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	50		25	50		75
Satd. Flow (prot)	1681	1573	0	0	0	0	1770	3203	0	1711	1863	1509
Flt Permitted	0.950	0.999					0.634			0.613		
Satd. Flow (perm)	1681	1573	0	0	0	0	1181	3203	0	1104	1863	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24						141				343
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			835			1433			550	
Travel Time (s)		4.3			19.0			32.6			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.81	0.81	0.81	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	202	1020	0	0	0	0	190	222	0	106	126	343
Turn Type	Perm						D.P+P			pm+pt		custom
Protected Phases		4					1 2	2 3		1	3	4
Permitted Phases	4						3			3		3
Detector Phase	4	4					1 2	2 3		1	3	4
Switch Phase												
Minimum Initial (s)	25.0	25.0								10.0	35.0	25.0
Minimum Split (s)	30.0	30.0								15.0	40.0	30.0
Total Split (s)	60.0	60.0	0.0	0.0	0.0	0.0	35.0	75.0	0.0	15.0	55.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	23.3%	50.0%	0.0%	10.0%	36.7%	40.0%
Yellow Time (s)	3.0	3.0								3.0	3.0	3.0
All-Red Time (s)	2.0	2.0								2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag								Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	Yes
Recall Mode	Min	Min								Min	None	Min
Act Effct Green (s)	55.0	55.0					60.3	50.3		45.0	35.0	95.0
Actuated g/C Ratio	0.42	0.42					0.46	0.39		0.35	0.27	0.73
v/c Ratio	0.28	1.50					0.29	0.17		0.25	0.25	0.29
Control Delay	26.2	264.2					19.6	10.1		20.7	39.1	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	26.2	264.2					19.6	10.1		20.7	39.1	1.2
LOS	C	F					B	B		C	D	A

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

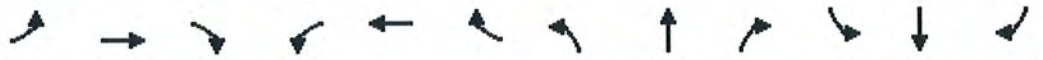
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		224.9						14.5			13.1	
Approach LOS		F						B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 130.3			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.50			
Intersection Signal Delay: 130.5		Intersection LOS: F	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Airport Road & NYS Route 120

Lane Group	ø2
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	6	250	0	11	0	130	55	6	6	25	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	15	12	12	11	12	12	13	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		50
Satd. Flow (prot)	0	1539	0	0	2049	0	0	1668	0	0	1906	1478
Flt Permitted		0.962						0.774			0.905	
Satd. Flow (perm)	0	1488	0	0	2049	0	0	1335	0	0	1742	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		325						4				45
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1171			335			653			286	
Travel Time (s)		26.6			7.6			14.8			6.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.25	0.25	0.25	0.78	0.78	0.78	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	8%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	44	0	0	246	0	0	36	45
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	0.0%	41.7%	41.7%	0.0%	58.3%	58.3%	0.0%	58.3%	58.3%	58.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)		8.2			8.2			11.0			10.6	10.6
Actuated g/C Ratio		0.30			0.30			0.40			0.39	0.39
v/c Ratio		0.55			0.07			0.46			0.05	0.08
Control Delay		5.9			9.1			10.4			6.6	3.2
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		5.9			9.1			10.4			6.6	3.2
LOS		A			A			B			A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.9			9.1			10.4			4.7	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 27.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 33: Rye Lake Avenue & King Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	579	0	0	415	66	0	0	470	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.90	0.92	0.92	0.90	0.70	0.92	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	14	643	0	0	461	94	0	0	522	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					190							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	555			643			1180	1227	643	1702	1180	508
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	467			643			1150	1202	643	1721	1150	416
tC, single (s)	4.2			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			100			100	100	0	0	100	100
cM capacity (veh/h)	982			941			158	166	466	0	179	583

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	658	555	522
Volume Left	14	0	0
Volume Right	0	94	522
cSH	982	1700	466
Volume to Capacity	0.01	0.33	1.12
Queue Length 95th (ft)	1	0	448
Control Delay (s)	0.4	0.0	107.8
Lane LOS	A		F
Approach Delay (s)	0.4	0.0	107.8
Approach LOS			F

Intersection Summary			
Average Delay	32.6		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	415	0	0	0	585	6
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.92	0.92	0.92	0.90	0.50
Hourly flow rate (vph)	461	0	0	0	650	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	520					
pX, platoon unblocked						
vC, conflicting volume	0		922	0	922	922
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		922	0	922	922
tC, single (s)	4.2		6.5	6.2	7.2	6.5
tC, 2 stage (s)						
tF (s)	2.3		4.0	3.3	3.6	4.0
p0 queue free %	71		100	100	0	94
cM capacity (veh/h)	1591		192	1085	191	192

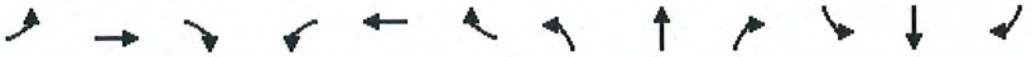
Direction, Lane #	WB 1	SB 1
Volume Total	461	662
Volume Left	461	650
Volume Right	0	0
cSH	1591	191
Volume to Capacity	0.29	3.46
Queue Length 95th (ft)	30	Err
Control Delay (s)	8.2	Err
Lane LOS	A	F
Approach Delay (s)	8.2	Err
Approach LOS		F

Intersection Summary			
Average Delay	5897.1		
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	148	11	69	392	6	186
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.81	0.81	0.73	0.73
Hourly flow rate (vph)	168	12	85	484	8	255
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			181		587	174
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			181		587	174
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		98	70
cM capacity (veh/h)			1392		414	839

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	181	247	323	263
Volume Left	0	85	0	8
Volume Right	12	0	0	255
cSH	1700	1392	1700	813
Volume to Capacity	0.11	0.06	0.19	0.32
Queue Length 95th (ft)	0	5	0	35
Control Delay (s)	0.0	3.0	0.0	11.5
Lane LOS		A		B
Approach Delay (s)	0.0	1.3		11.5
Approach LOS				B

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	39	6	6	52	28	101	6	36	177	99	307	39
Peak Hour Factor	0.46	0.46	0.46	0.67	0.67	0.67	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	85	13	13	78	42	151	7	40	197	110	341	43
Approach Volume (veh/h)		111			270			243			494	
Crossing Volume (veh/h)		529			131			208			126	
High Capacity (veh/h)		912			1250			1177			1255	
High v/c (veh/h)		0.12			0.22			0.21			0.39	
Low Capacity (veh/h)		736			1038			973			1043	
Low v/c (veh/h)		0.15			0.26			0.25			0.47	

Intersection Summary					
Maximum v/c High	0.39				
Maximum v/c Low	0.47				
Intersection Capacity Utilization	57.3%	ICU Level of Service		B	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	215	0	0	158	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.92	0.92	0.90	0.92	0.92
Hourly flow rate (vph)	239	0	0	176	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	71	100	100			
cM capacity (veh/h)	814	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	239	176
Volume Left	239	0
Volume Right	0	0
cSH	814	1700
Volume to Capacity	0.29	0.10
Queue Length 95th (ft)	31	0
Control Delay (s)	11.2	0.0
Lane LOS	B	
Approach Delay (s)	11.2	0.0
Approach LOS	B	

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	39	0	99	274	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	42	0	110	304	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					835	
pX, platoon unblocked						
vC, conflicting volume	524	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	524	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	93			
cM capacity (veh/h)	479	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	42	414
Volume Left	42	110
Volume Right	0	0
cSH	479	1623
Volume to Capacity	0.09	0.07
Queue Length 95th (ft)	7	5
Control Delay (s)	13.3	2.4
Lane LOS	B	A
Approach Delay (s)	13.3	2.4
Approach LOS	B	

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	44	50	402	138	39	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1633	0	1798	0	0	1853
Flt Permitted	0.977					0.877
Satd. Flow (perm)	1633	0	1798	0	0	1634
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	64		41			
Link Speed (mph)	30		30			30
Link Distance (ft)	340		157			358
Travel Time (s)	7.7		3.6			8.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.78	0.78	0.67	0.67	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	806	0	0	541
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	21.0		21.0		21.0	21.0
Total Split (s)	25.0	0.0	55.0	0.0	55.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	0.0%	68.8%	68.8%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	8.4		60.5			60.5
Actuated g/C Ratio	0.11		0.80			0.80
v/c Ratio	0.50		0.56			0.41
Control Delay	23.6		5.8			4.7
Queue Delay	0.0		0.6			0.0
Total Delay	23.6		6.4			4.7
LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	23.6		6.4			4.7
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

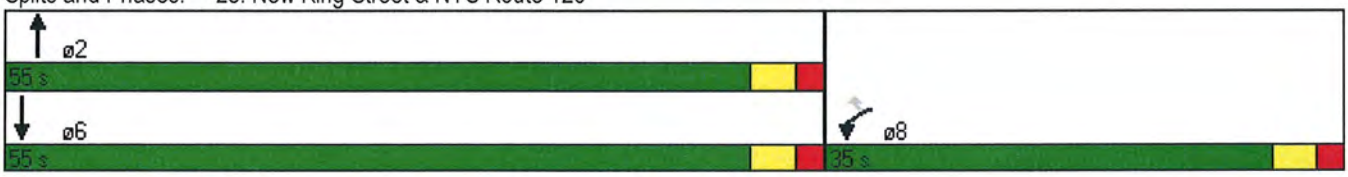
Splits and Phases: 20: Gateway Lane & NYS Route 120

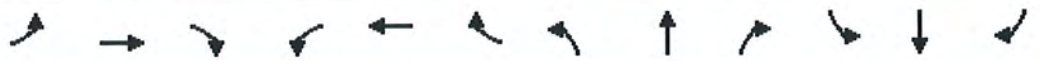
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	614	116	424	0	0	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	200		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	1811	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1811	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		30			30
Link Distance (ft)	315		909			368
Travel Time (s)	7.2		20.7			8.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	653	123	456	0	0	418
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0			4.0
Minimum Split (s)	25.0	25.0	45.0			45.0
Total Split (s)	35.0	35.0	55.0	0.0	0.0	55.0
Total Split (%)	38.9%	38.9%	61.1%	0.0%	0.0%	61.1%
Yellow Time (s)	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None			None
Act Effct Green (s)	30.2	30.2	19.7			19.7
Actuated g/C Ratio	0.50	0.50	0.33			0.33
v/c Ratio	0.72	0.15	0.75			0.68
Control Delay	19.3	4.0	25.8			23.4
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	19.3	4.0	25.8			23.4
LOS	B	A	C			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	16.8		25.8			23.4
Approach LOS	B		C			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 28: New King Street & NYS Route 120





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	248	358	149	0	0	0	391	176	103	84	214	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	275		0	125		350
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	50		25	50		75
Satd. Flow (prot)	1681	1635	0	0	0	0	1770	3345	0	1711	1863	1568
Flt Permitted	0.950	0.998					0.442			0.574		
Satd. Flow (perm)	1681	1635	0	0	0	0	823	3345	0	1034	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						105				245
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			835			1433			550	
Travel Time (s)		4.3			19.0			32.6			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	232	554	0	0	0	0	407	290	0	94	240	792
Turn Type	Perm						D.P+P			pm+pt		custom
Protected Phases		4					1 2	2 3		1	3	4
Permitted Phases	4						3			3		3
Detector Phase	4	4					1 2	2 3		1	3	4
Switch Phase												
Minimum Initial (s)	25.0	25.0								10.0	35.0	25.0
Minimum Split (s)	30.0	30.0								15.0	40.0	30.0
Total Split (s)	60.0	60.0	0.0	0.0	0.0	0.0	35.0	75.0	0.0	15.0	55.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	23.3%	50.0%	0.0%	10.0%	36.7%	40.0%
Yellow Time (s)	3.0	3.0								3.0	3.0	3.0
All-Red Time (s)	2.0	2.0								2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag								Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	Yes
Recall Mode	Min	Min								Min	None	Min
Act Effct Green (s)	51.6	51.6					63.9	53.9		45.2	35.1	91.8
Actuated g/C Ratio	0.40	0.40					0.49	0.41		0.35	0.27	0.70
v/c Ratio	0.35	0.85					0.67	0.20		0.23	0.48	0.67
Control Delay	29.4	48.2					25.8	16.2		20.3	45.1	10.4
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	29.4	48.2					25.8	16.2		20.3	45.1	10.4
LOS	C	D					C	B		C	D	B

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	20.0
Total Split (%)	13%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

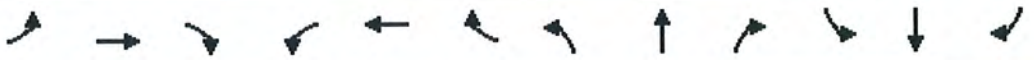
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		42.7						21.8			18.6	
Approach LOS		D						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 130.6			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Airport Road & NYS Route 120

Lane Group	ø2
Approach Delay	
Approach LOS	

Intersection Summary

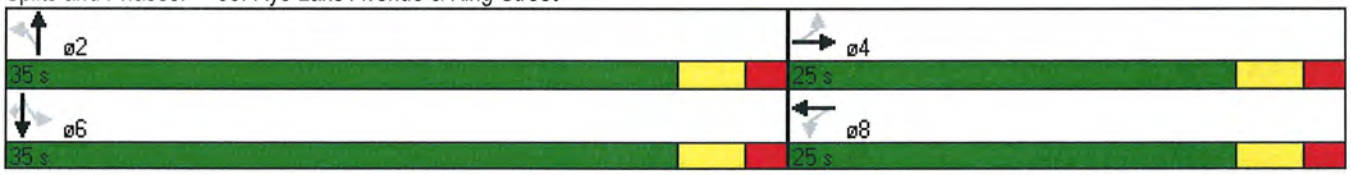


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	6	204	6	6	6	396	154	6	6	81	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	15	12	12	11	12	12	13	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		50
Satd. Flow (prot)	0	1569	0	0	1926	0	0	1736	0	0	1919	1478
Flt Permitted		0.992			0.750			0.716			0.965	
Satd. Flow (perm)	0	1558	0	0	1468	0	0	1287	0	0	1857	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		255			9			1				73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1171			335			653			286	
Travel Time (s)		26.6			7.6			14.8			6.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.67	0.67	0.67	0.89	0.89	0.89	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	27	0	0	625	0	0	117	73
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	0.0%	41.7%	41.7%	0.0%	58.3%	58.3%	0.0%	58.3%	58.3%	58.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)		7.3			7.3			28.9			28.9	28.9
Actuated g/C Ratio		0.16			0.16			0.62			0.62	0.62
v/c Ratio		0.58			0.11			0.78			0.10	0.08
Control Delay		9.2			14.5			17.0			4.3	1.7
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		9.2			14.5			17.0			4.3	1.7
LOS		A			B			B			A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.2			14.5			17.0			3.3	
Approach LOS		A			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 46.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 33: Rye Lake Avenue & King Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	235	0	0	706	390	0	0	519	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	34	261	0	0	776	429	0	0	577	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					190							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	1204			261			1319	1534	261	1896	1319	990
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1122			261			1269	1543	261	2006	1269	848
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			100	100	26	100	100	100
cM capacity (veh/h)	487			1303			107	84	778	8	122	283

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	295	1204	577
Volume Left	34	0	0
Volume Right	0	429	577
cSH	487	1700	778
Volume to Capacity	0.07	0.71	0.74
Queue Length 95th (ft)	6	0	170
Control Delay (s)	2.4	0.0	21.7
Lane LOS	A		C
Approach Delay (s)	2.4	0.0	21.7
Approach LOS			C

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	706	0	0	0	251	6
Sign Control	Free		Stop			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.92	0.92	0.92	0.90	0.50
Hourly flow rate (vph)	784	0	0	0	279	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	520					
pX, platoon unblocked						
vC, conflicting volume	0		1569	0	1569	1569
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		1569	0	1569	1569
tC, single (s)	4.1		6.5	6.2	7.1	6.5
tC, 2 stage (s)						
tF (s)	2.2		4.0	3.3	3.5	4.0
p0 queue free %	51		100	100	0	79
cM capacity (veh/h)	1617		57	1085	56	57

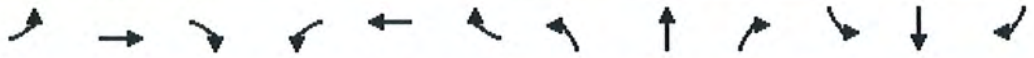
Direction, Lane #	WB 1	SB 1
Volume Total	784	291
Volume Left	784	279
Volume Right	0	0
cSH	1617	56
Volume to Capacity	0.49	5.23
Queue Length 95th (ft)	69	Err
Control Delay (s)	9.3	Err
Lane LOS	A	F
Approach Delay (s)	9.3	Err
Approach LOS		F

Intersection Summary			
Average Delay	2711.6		
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	209	17	178	186	28	461
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.93	0.93
Hourly flow rate (vph)	238	19	193	202	30	496
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			257		735	247
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			257		735	247
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		90	34
cM capacity (veh/h)			1305		302	753

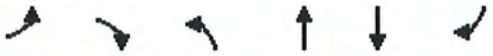
Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	257	261	135	526
Volume Left	0	193	0	30
Volume Right	19	0	0	496
cSH	1700	1305	1700	694
Volume to Capacity	0.15	0.15	0.08	0.76
Queue Length 95th (ft)	0	13	0	176
Control Delay (s)	0.0	6.4	0.0	24.5
Lane LOS		A		C
Approach Delay (s)	0.0	4.2		24.5
Approach LOS				C

Intersection Summary			
Average Delay	12.4		
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	6	6	11	347	22	87	6	461	10	199	297	22
Peak Hour Factor	0.60	0.60	0.60	0.69	0.69	0.69	0.90	0.90	0.90	0.88	0.88	0.88
Hourly flow rate (vph)	10	10	18	503	32	126	7	512	11	226	338	25
Approach Volume (veh/h)		38			661			530			589	
Crossing Volume (veh/h)		1067			529			246			541	
High Capacity (veh/h)		589			912			1142			903	
High v/c (veh/h)		0.07			0.72			0.46			0.65	
Low Capacity (veh/h)		454			736			941			727	
Low v/c (veh/h)		0.08			0.90			0.56			0.81	

Intersection Summary												
Maximum v/c High			0.72									
Maximum v/c Low			0.90									
Intersection Capacity Utilization			95.5%		ICU Level of Service				F			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	61	0	0	607	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.92	0.92	0.90	0.92	0.92
Hourly flow rate (vph)	68	0	0	674	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	674	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	100	100			
cM capacity (veh/h)	420	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	68	674
Volume Left	68	0
Volume Right	0	0
cSH	420	1700
Volume to Capacity	0.16	0.40
Queue Length 95th (ft)	14	0
Control Delay (s)	15.2	0.0
Lane LOS	C	
Approach Delay (s)	15.2	0.0
Approach LOS	C	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	64	0	84	583	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	70	0	93	648	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					835	
pX, platoon unblocked						
vC, conflicting volume	834	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	834	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	100	94			
cM capacity (veh/h)	319	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	70	741
Volume Left	70	93
Volume Right	0	0
cSH	319	1623
Volume to Capacity	0.22	0.06
Queue Length 95th (ft)	20	5
Control Delay (s)	19.4	1.5
Lane LOS	C	A
Approach Delay (s)	19.4	1.5
Approach LOS	C	

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Accident Location Information System | Location Editing/Simple Query and Report | Build Map Query

Home | Reports | Geocode | Batch Queue

Go to Build Data Query Page

Complete Accident data from NYSDMV is only available thru 4/30/2010

You have 0 accident cases in the view box.

Cannot find any accident with the specified conditions.

Find On Map:

County: Westchester — Map It!

Muni: North Castle (T) — Map It!

Accident Date (mm/dd/yyyy)

From 5/1/2007 ... To 4/30/2010 ...

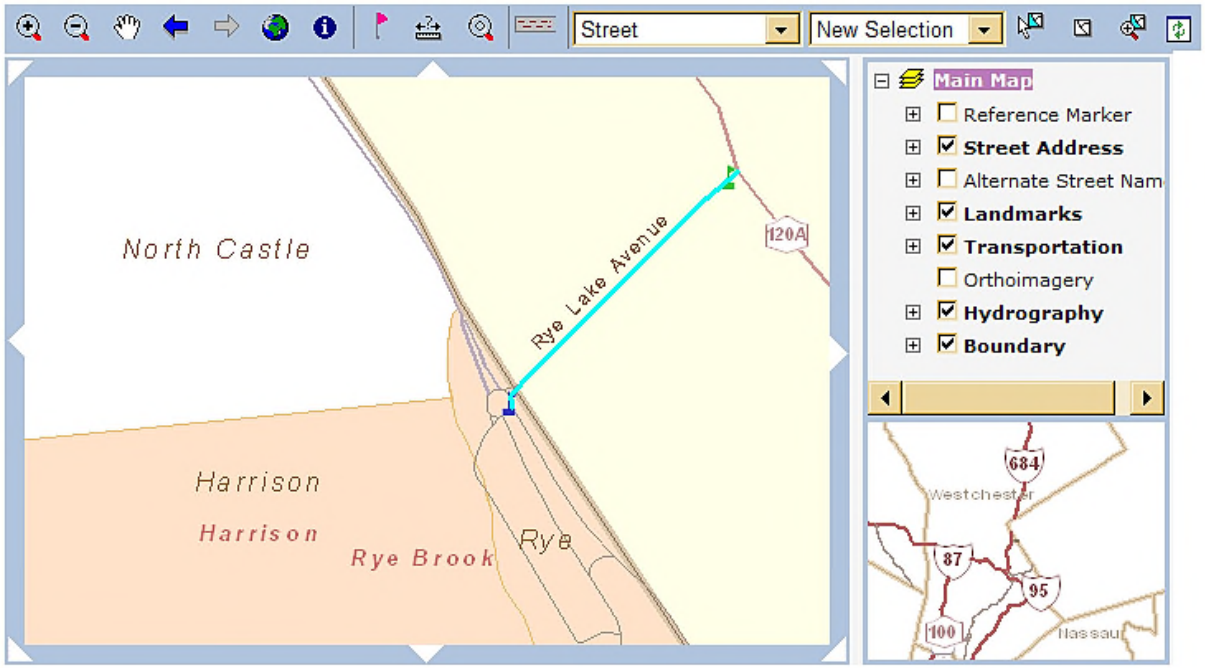
At Intersection	Yes	No	All
At Railroad	Yes	No	All
Non-Highway	Yes	No	All
Parking Lot	Yes	No	All
Outcome LCode:	A	B	All
Primary/Secondary:	Primary	User Placed	
	Secondary	All	

Road System

Location Method

Buffer Distance Units Buffer

Remove Add



LoadCase	DOT Verified	Case Number	Case Year	Date	County	Municipalities	Muni Type	Ped/Bike Action	Reference Marker	On Street

Accident Location Information System (ALIS)

Date: 08/20/10
09:33

Page: 1

County Interim Accident Summary

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

Number Of Accidents

COUNTY	TOTAL	AT INT.	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ	PED & BIKE	TRUCK	LIGHT CONDITION DWN/DSK	DAY	NIGHT
WESTCHESTER	16	8	0	7	8	1	6	3	0	1	0	11	5
Total	16	8	0	7	8	1	6	3	0	1	0	11	5

Accident Location Information System (ALIS)

Date: 08/20/10
09:40

Page: 1

County Interim Accident Summary

5652 New King Street from Airport Road to NYS120

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

Number Of Accidents

COUNTY	TOTAL	AT INT.	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ	PED & BIKE	TRUCK	LIGHT CONDITION DWN/DSK	DAY	NIGHT
WESTCHESTER	4	4	0	1	3	0	0	0	1	1	0	2	1
Total	4	4	0	1	3	0	0	0	1	1	0	2	1

Accident Location Information System (ALIS)

Date: 08/20/10
09:13

Page: 1

County Interim Accident Summary

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

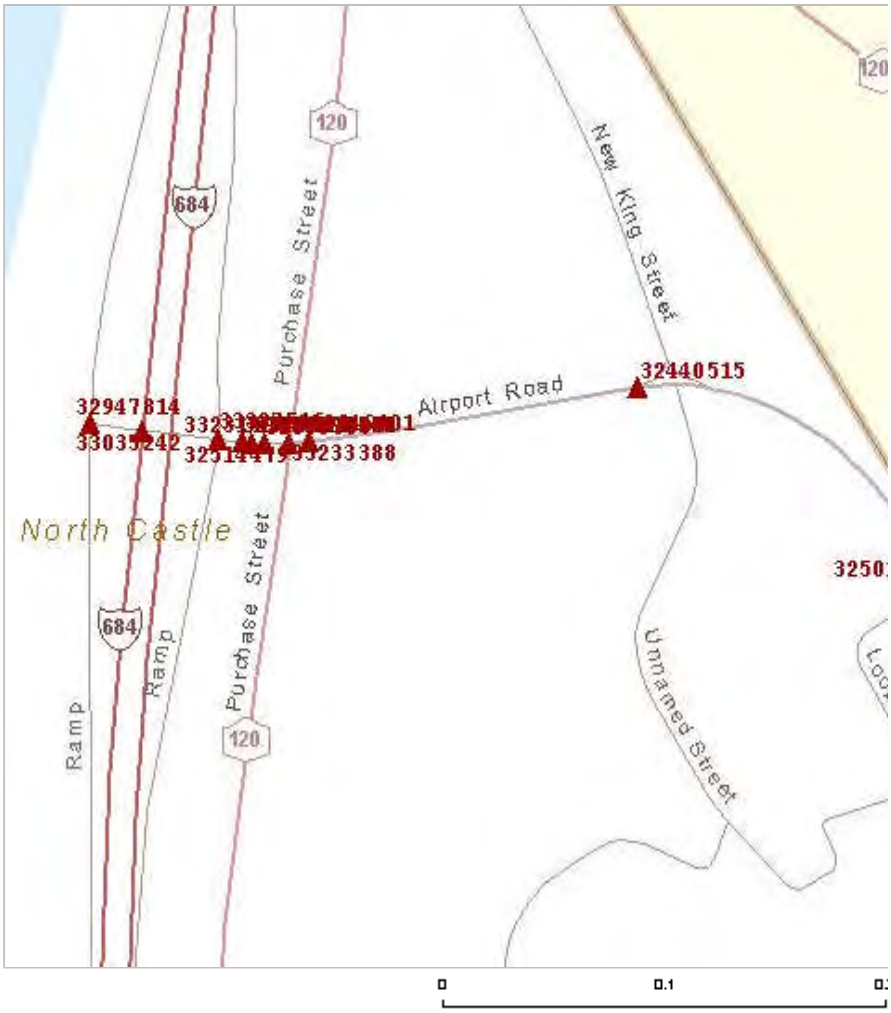
Number Of Accidents

COUNTY	TOTAL	AT INT.	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ	PED & BIKE	TRUCK	LIGHT CONDITION DWN/DSK	DAY	NIGHT
WESTCHESTER	15	14	0	6	9	0	3	0	1	1	0	11	3
Total	15	14	0	6	9	0	3	0	1	1	0	11	3

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Legend

Accident	**Street**
Street Name Change	<all other values>
Airport	**SHIELD**
Bus Station	C
College	I
Government Office	U
Hospital	S
Institution	Hydrography
Library	County Boundary
Nursing Home	State Recreation
Parking Area	NYS Campground
Point Of Interest	State Non Recreation
Public School	City
Rail Station	Town
Retail Center	Indian Reservation
Service Area	Village



Accident Location Information System (ALIS)

Date: 08/20/10
09:31

Page: 1

Accident Verbal Description Report

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
19 Meters West of NEW KING ST

10/27/2007 Sat 23:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32368307**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3307 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INEXPERIENCE, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
28 Meters West of UNNAMED STREET

11/15/2007 Thu 08:08 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32440515**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
AT INTERSECTION WITH NEW KING ST

12/4/2007 Tue 11:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32514479**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5214 State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Accident Location Information System (ALIS)

Date: 08/20/10
09:31

Page: 2

Accident Verbal Description Report

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
***** CONTINUED

Veh :1 OTHER Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: Street: LOOP RD

12/19/2007 Wed 09:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32501334**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 8650 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2608 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
AT INTERSECTION WITH NEW KING ST

5/30/2008 Fri 07:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32646101**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3669 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: GLARE, UNKNOWN

Veh :2 TRUCK Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: GLARE, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

7/28/2008 Mon 08:08 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32692582**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4672 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
AT INTERSECTION WITH Westchester County Airport

10/10/2008 Fri 11:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32775094**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 90 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
AT INTERSECTION WITH Ramp

3/7/2009 Sat 14:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32947814**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 08/20/10
09:31

Accident Verbal Description Report

Page: 4

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 84 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
41 Meters East of Ramp

5/15/2009 Fri 02:08 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33035242**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PAVEMENT SLIPPERY, ANIMAL'S ACTION

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
AT INTERSECTION WITH Purchase St

7/22/2009 Wed 18:08 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33080416**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3450 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, BRAKES DEFECTIVE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5357 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 08/20/10
09:31

Page: 5

Accident Verbal Description Report

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

8/28/2009 Fri 17:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33176516**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
AT INTERSECTION WITH [Route] 120

10/15/2009 Thu 16:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33231496**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: GA
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: STATE HWY 120
AT INTERSECTION WITH AIRPORT RD

10/23/2009 Fri 23:08 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2009-33233388**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 08/20/10
09:31

Page: 6

Accident Verbal Description Report

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: STATE HWY 120
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3045 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2495 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

2/10/2010 Wed 19:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33376255**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: LANE MARKING IMPROPER/INADEQUATE, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: 7700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, LANE MARKING IMPROPER/INADEQUATE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
20 Meters East of Ramp

3/3/2010 Wed 08:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33370694**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Accident Location Information System (ALIS)

Date: 08/20/10
09:31

Accident Verbal Description Report

Page: 7

5652 Airport Rd from I-684 Ramp to Rye Lake Road

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
1 Meters East of Ramp

3/17/2010 Wed 21:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33387516**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3323 State of Registration: NY
Num of Occupants: 3 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: Y
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: ALCOHOL INVOLVEMENT, TURNING IMPROPER

5652 New King Street from Airport Road to NYS120

Accident Location Information System (ALIS)

Date: 08/20/10
09:38

Accident Verbal Description Report

Page: 1

5652 New King Street from Airport Road to NYS120

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: Purchase St
AT INTERSECTION WITH New King St

7/8/2007 Sun 10:08 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AA **Case: 2007-32265841**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 2 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION

Veh :3 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH NEW KING ST

2/21/2008 Thu 23:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32572907**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 08/20/10
09:38

Accident Verbal Description Report

Page: 2

5652 New King Street from Airport Road to NYS120

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH NEW KING ST

3/21/2008 Fri 10:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32572516**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4250 State of Registration: NY
Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 TRUCK Registered Weight: State of Registration: VT
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH New King St

9/25/2008 Thu 19:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32770650**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

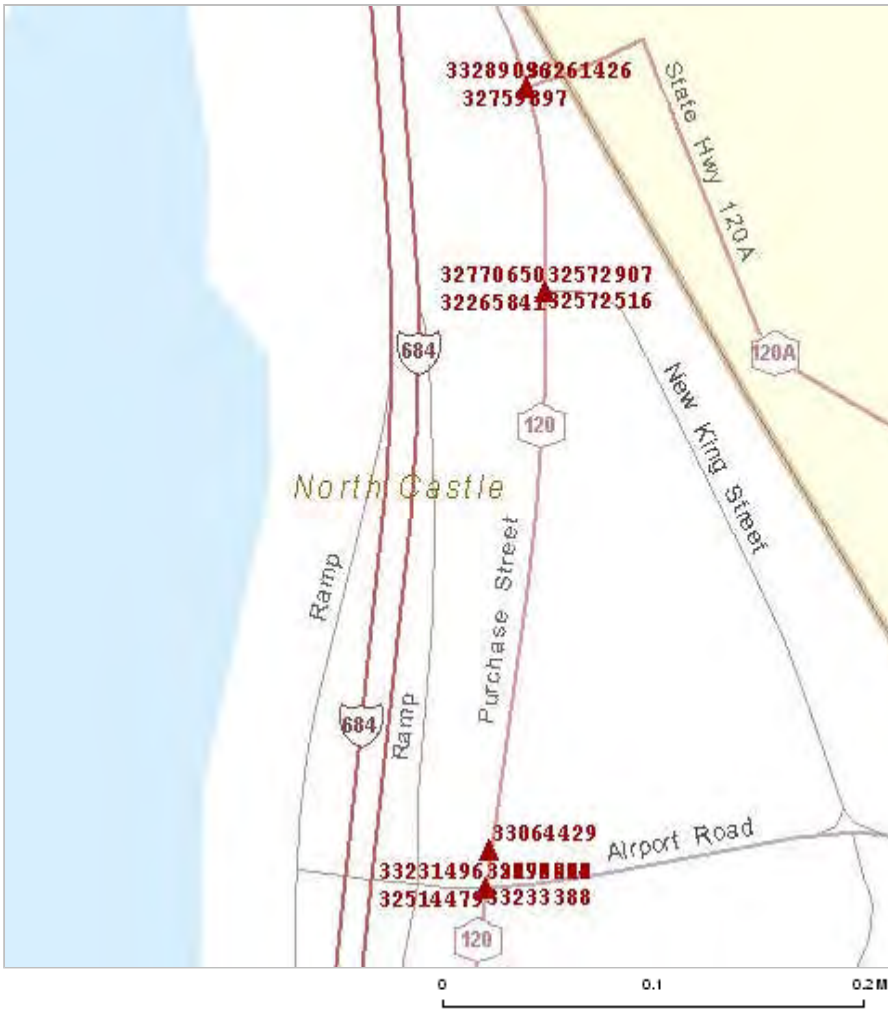
Veh :1 CAR/VAN/PICKUP Registered Weight: 3220 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 88 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

5652 NYS 120 from Lake Street to NYS 120A

Legend

Accident	**Street**
Street Name Change	<all other values>
Airport	**SHIELD**
Bus Station	C
College	I
Government Office	U
Hospital	S
Institution	Hydrography
Library	County Boundary
Nursing Home	State Recreation
Parking Area	NYS Campground
Point Of Interest	State Non Recreation
Public School	City
Rail Station	Town
Retail Center	Indian Reservation
Service Area	Village



Accident Location Information System (ALIS)

Date: 08/20/10
09:05

Page: 1

Accident Verbal Description Report

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
AT INTERSECTION WITH Westchester County Airport

10/10/2008 Fri 11:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32775094**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 90 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: STATE HWY 120
AT INTERSECTION WITH AIRPORT RD

10/23/2009 Fri 23:08 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2009-33233388**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3045 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2495 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

8/28/2009 Fri 17:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33176516**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 08/20/10
09:05

Accident Verbal Description Report

Page: 2

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: [Route] 120
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012066 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

2/10/2010 Wed 19:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33376255**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: LANE MARKING IMPROPER/INADEQUATE, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: 7700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, LANE MARKING IMPROPER/INADEQUATE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
29 Meters North of Westchester County Airport

5/29/2009 Fri 13:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33064429**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2826 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
AT INTERSECTION WITH [Route] 120

10/15/2009 Thu 16:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33231496**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: GA
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
AT INTERSECTION WITH NEW KING ST

12/4/2007 Tue 11:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32514479**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5214 State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

7/28/2008 Mon 08:08 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32692582**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4672 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH New King St

9/25/2008 Thu 19:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32770650**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3220 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 88 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH NEW KING ST

3/21/2008 Fri 10:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32572516**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 08/20/10
09:05

Page: 5

Accident Verbal Description Report

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4250 State of Registration: NY
Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 TRUCK Registered Weight: State of Registration: VT
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH NEW KING ST

2/21/2008 Thu 23:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32572907**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: Purchase St
AT INTERSECTION WITH New King St

7/8/2007 Sun 10:08 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AA **Case: 2007-32265841**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 2 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 08/20/10
09:05

Page: 6

Accident Verbal Description Report

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: Purchase St
***** CONTINUED

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, DRIVER INATTENTION

Veh :3 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: STATE HWY 120
AT INTERSECTION WITH GATEWAY LN

12/13/2009 Sun 12:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33289096**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: VT
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 5280 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: [Route] 120
AT INTERSECTION WITH GATEWAY LN

12/8/2009 Tue 07:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33261426**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: Y
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED, DRIVER INATTENTION

Accident Location Information System (ALIS)

Accident Verbal Description Report

5652 NYS 120 from Lake Street to NYS 120A

Data in this report covers the period May 01, 2007 - Apr 30, 2010

Complete Accident data from NYSDMV is only available thru 4/30/2010

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: [Route] 120
***** CONTINUED

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: STATE HWY 120
AT INTERSECTION WITH Gateway Ln

9/26/2008 Fri 13:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2008-32759897**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2982 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3501 State of Registration: NY
Num of Occupants: 1 Driver's Age: 81 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

TRAFFIC GENERATION, COMPARABLE PARKING FACILITIES

- Columbus, OH
- Denver, CO
- Pittsburgh, PA

TRAFFIC
GENERATION
COMPARABLE
PARKING
FACILITIES

- Columbus, OH
- Denver, CO
- Pittsburgh, PA

Columbus OH

Weekly Activity Report from 08/31/200900:00:00 to 09/06/200923:59:59

Weekday	Hour	Opened	Closed
Monday	0:00	0	6
Monday	1:00	0	2
Monday	2:00	0	0
Monday	3:00	0	0
Monday	4:00	16	0
Monday	5:00	34	0
Monday	6:00	40	0
Monday	7:00	24	0
Monday	8:00	23	0
Monday	9:00	10	6
Monday	10:00	21	5
Monday	11:00	15	2
Monday	12:00	9	5
Monday	13:00	7	4
Monday	14:00	9	9
Monday	15:00	13	9
Monday	16:00	7	13
Monday	17:00	11	11
Monday	18:00	4	13
Monday	19:00	0	9
Monday	20:00	0	6
Monday	21:00	0	9
Monday	22:00	0	13
Monday	23:00	0	5
Tuesday	0:00	0	6
Tuesday	1:00	0	1
Tuesday	2:00	0	1
Tuesday	3:00	1	0
Tuesday	4:00	5	0
Tuesday	5:00	22	0
Tuesday	6:00	24	0
Tuesday	7:00	23	0
Tuesday	8:00	12	0
Tuesday	9:00	8	2
Tuesday	10:00	10	5
Tuesday	11:00	14	1
Tuesday	12:00	4	2
Tuesday	13:00	5	2
Tuesday	14:00	12	2
Tuesday	15:00	3	4
Tuesday	16:00	4	13
Tuesday	17:00	5	9
Tuesday	18:00	1	17
Tuesday	19:00	0	9
Tuesday	20:00	0	14
Tuesday	21:00	0	12
Tuesday	22:00	0	8
Tuesday	23:00	0	8
Wednesda	0:00	0	0

Weekly Activity Report from 11/23/200900:00:00 to 11/29/200

Weekday	Hour	Opened
Monday	0:00	0
Monday	1:00	0
Monday	2:00	0
Monday	3:00	1
Monday	4:00	11
Monday	5:00	25
Monday	6:00	25
Monday	7:00	10
Monday	8:00	12
Monday	9:00	10
Monday	10:00	10
Monday	11:00	6
Monday	12:00	3
Monday	13:00	9
Monday	14:00	9
Monday	15:00	10
Monday	16:00	11
Monday	17:00	0
Monday	18:00	1
Monday	19:00	0
Monday	20:00	0
Monday	21:00	0
Monday	22:00	0
Monday	23:00	0
Tuesday	0:00	0
Tuesday	1:00	0
Tuesday	2:00	0
Tuesday	3:00	0
Tuesday	4:00	10
Tuesday	5:00	24
Tuesday	6:00	21
Tuesday	7:00	9
Tuesday	8:00	11
Tuesday	9:00	12
Tuesday	10:00	16
Tuesday	11:00	9
Tuesday	12:00	10
Tuesday	13:00	14
Tuesday	14:00	14
Tuesday	15:00	16
Tuesday	16:00	4
Tuesday	17:00	9
Tuesday	18:00	1
Tuesday	19:00	0
Tuesday	20:00	0
Tuesday	21:00	0
Tuesday	22:00	0
Tuesday	23:00	0
Wednesda	0:00	0

Wednesda	1:00	0	1
Wednesda	2:00	0	0
Wednesda	3:00	0	0
Wednesda	4:00	8	0
Wednesda	5:00	19	1
Wednesda	6:00	18	0
Wednesda	7:00	10	0
Wednesda	8:00	17	0
Wednesda	9:00	6	7
Wednesda	10:00	12	1
Wednesda	11:00	7	5
Wednesda	12:00	5	0
Wednesda	13:00	5	1
Wednesda	14:00	12	6
Wednesda	15:00	3	16
Wednesda	16:00	6	10
Wednesda	17:00	6	11
Wednesda	18:00	4	15
Wednesda	19:00	1	15
Wednesda	20:00	0	12
Wednesda	21:00	0	18
Wednesda	22:00	0	21
Wednesda	23:00	0	6
Thursday	0:00	0	2
Thursday	1:00	1	5
Thursday	2:00	0	0
Thursday	3:00	0	0
Thursday	4:00	10	0
Thursday	5:00	25	0
Thursday	6:00	18	0
Thursday	7:00	18	0
Thursday	8:00	13	1
Thursday	9:00	13	1
Thursday	10:00	21	3
Thursday	11:00	4	5
Thursday	12:00	8	5
Thursday	13:00	7	0
Thursday	14:00	14	9
Thursday	15:00	8	10
Thursday	16:00	13	11
Thursday	17:00	7	29
Thursday	18:00	3	35
Thursday	19:00	1	18
Thursday	20:00	0	19
Thursday	21:00	0	18
Thursday	22:00	0	32
Thursday	23:00	0	19
Friday	0:00	0	3
Friday	1:00	0	1
Friday	2:00	0	7
Friday	3:00	0	0
Friday	4:00	10	0

Wednesda	1:00	0
Wednesda	2:00	0
Wednesda	3:00	3
Wednesda	4:00	11
Wednesda	5:00	25
Wednesda	6:00	15
Wednesda	7:00	10
Wednesda	8:00	15
Wednesda	9:00	11
Wednesda	10:00	10
Wednesda	11:00	14
Wednesda	12:00	10
Wednesda	13:00	20
Wednesda	14:00	5
Wednesda	15:00	8
Wednesda	16:00	16
Wednesda	17:00	7
Wednesda	18:00	2
Wednesda	19:00	1
Wednesda	20:00	0
Wednesda	21:00	1
Wednesda	22:00	0
Wednesda	23:00	0
Thursday	0:00	0
Thursday	1:00	0
Thursday	2:00	0
Thursday	3:00	1
Thursday	4:00	8
Thursday	5:00	22
Thursday	6:00	18
Thursday	7:00	16
Thursday	8:00	12
Thursday	9:00	7
Thursday	10:00	7
Thursday	11:00	3
Thursday	12:00	2
Thursday	13:00	4
Thursday	14:00	6
Thursday	15:00	0
Thursday	16:00	0
Thursday	17:00	0
Thursday	18:00	0
Thursday	19:00	0
Thursday	20:00	0
Thursday	21:00	0
Thursday	22:00	0
Thursday	23:00	0
Friday	0:00	0
Friday	1:00	0
Friday	2:00	0
Friday	3:00	0
Friday	4:00	8

Friday	5:00	21	0	Friday	5:00	13
Friday	6:00	19	0	Friday	6:00	8
Friday	7:00	9	0	Friday	7:00	5
Friday	8:00	22	0	Friday	8:00	3
Friday	9:00	8	1	Friday	9:00	4
Friday	10:00	16	8	Friday	10:00	2
Friday	11:00	14	7	Friday	11:00	8
Friday	12:00	9	8	Friday	12:00	9
Friday	13:00	9	6	Friday	13:00	3
Friday	14:00	23	3	Friday	14:00	5
Friday	15:00	14	11	Friday	15:00	2
Friday	16:00	14	18	Friday	16:00	3
Friday	17:00	8	26	Friday	17:00	0
Friday	18:00	1	22	Friday	18:00	0
Friday	19:00	4	9	Friday	19:00	0
Friday	20:00	0	6	Friday	20:00	0
Friday	21:00	0	5	Friday	21:00	0
Friday	22:00	0	10	Friday	22:00	0
Friday	23:00	0	6	Friday	23:00	0
Saturday	0:00	0	5	Saturday	0:00	0
Saturday	1:00	0	0	Saturday	1:00	0
Saturday	2:00	0	0	Saturday	2:00	0
Saturday	3:00	0	0	Saturday	3:00	1
Saturday	4:00	6	0	Saturday	4:00	3
Saturday	5:00	12	0	Saturday	5:00	3
Saturday	6:00	11	0	Saturday	6:00	3
Saturday	7:00	13	0	Saturday	7:00	6
Saturday	8:00	12	1	Saturday	8:00	3
Saturday	9:00	14	0	Saturday	9:00	2
Saturday	10:00	9	3	Saturday	10:00	6
Saturday	11:00	3	0	Saturday	11:00	2
Saturday	12:00	5	4	Saturday	12:00	2
Saturday	13:00	5	0	Saturday	13:00	1
Saturday	14:00	6	0	Saturday	14:00	0
Saturday	15:00	2	5	Saturday	15:00	0
Saturday	16:00	1	2	Saturday	16:00	0
Saturday	17:00	1	6	Saturday	17:00	0
Saturday	18:00	0	5	Saturday	18:00	0
Saturday	19:00	0	6	Saturday	19:00	1
Saturday	20:00	0	5	Saturday	20:00	0
Saturday	21:00	0	2	Saturday	21:00	0
Saturday	22:00	0	8	Saturday	22:00	0
Saturday	23:00	0	3	Saturday	23:00	0
Sunday	0:00	0	0	Sunday	0:00	0
Sunday	1:00	0	0	Sunday	1:00	0
Sunday	2:00	0	0	Sunday	2:00	0
Sunday	3:00	0	0	Sunday	3:00	0
Sunday	4:00	1	0	Sunday	4:00	3
Sunday	5:00	6	0	Sunday	5:00	8
Sunday	6:00	2	0	Sunday	6:00	4
Sunday	7:00	2	1	Sunday	7:00	2
Sunday	8:00	5	1	Sunday	8:00	4

Sunday	9:00	5	1	Sunday	9:00	6
Sunday	10:00	3	1	Sunday	10:00	3
Sunday	11:00	2	0	Sunday	11:00	4
Sunday	12:00	3	6	Sunday	12:00	1
Sunday	13:00	2	6	Sunday	13:00	2
Sunday	14:00	4	5	Sunday	14:00	4
Sunday	15:00	1	13	Sunday	15:00	2
Sunday	16:00	1	12	Sunday	16:00	4
Sunday	17:00	0	5	Sunday	17:00	9
Sunday	18:00	0	5	Sunday	18:00	6
Sunday	19:00	0	11	Sunday	19:00	0
Sunday	20:00	0	7	Sunday	20:00	2
Sunday	21:00	0	13	Sunday	21:00	0
Sunday	22:00	1	6	Sunday	22:00	0
Sunday	23:00	0	5	Sunday	23:00	0
SUM		1058	921	SUM		793

923:59:59
Closed

7
1
0
0
0
0
0
0
0
1
4
3
5
3
9
0
7
14
4
10
4
5
4
12
5
0
4
0
0
0
0
0
3
1
1
3
5
2
6
0
6
11
9
5
10
11
10
7
3

2
0
0
1
0
0
0
1
0
3
4
3
3
4
0
8
2
6
1
4
6
4
2
0
2
0
0
0
0
0
0
0
1
0
0
4
1
2
0
3
3
1
2
2
0
2
0
0
1
0
0
0

0
0
1
0
1
1
3
3
0
4
7
8
28
15
6
12
5
7
11
3
3
0
0
0
0
0
0
0
2
5
9
16
12
15
12
18
36
16
10
6
14
13
17
13
4
0
0
1
0
0
0
1

2
1
15
10
9
8
6
14
19
6
14
13
6
16
6
756

Denver Co

Weekly Activity Report from 08/31/200900:00:00 to 09/06/200923:59:59

Weekday	Hour	Opened	Closed
Monday	0:00	0	8
Monday	1:00	0	3
Monday	2:00	0	0
Monday	3:00	4	0
Monday	4:00	10	3
Monday	5:00	11	0
Monday	6:00	18	1
Monday	7:00	13	4
Monday	8:00	17	10
Monday	9:00	18	3
Monday	10:00	5	10
Monday	11:00	8	11
Monday	12:00	8	12
Monday	13:00	17	8
Monday	14:00	5	6
Monday	15:00	8	9
Monday	16:00	2	14
Monday	17:00	2	10
Monday	18:00	1	12
Monday	19:00	2	9
Monday	20:00	2	12
Monday	21:00	1	22
Monday	22:00	0	13
Monday	23:00	2	5
Tuesday	0:00	0	17
Tuesday	1:00	0	1
Tuesday	2:00	0	0
Tuesday	3:00	4	1
Tuesday	4:00	10	1
Tuesday	5:00	13	0
Tuesday	6:00	11	1
Tuesday	7:00	12	0
Tuesday	8:00	16	1
Tuesday	9:00	16	0
Tuesday	10:00	6	3
Tuesday	11:00	7	4
Tuesday	12:00	7	4
Tuesday	13:00	9	7
Tuesday	14:00	4	7
Tuesday	15:00	6	10
Tuesday	16:00	7	8
Tuesday	17:00	4	11
Tuesday	18:00	0	8
Tuesday	19:00	1	16
Tuesday	20:00	4	13
Tuesday	21:00	1	28
Tuesday	22:00	0	4
Tuesday	23:00	2	10
Wednesda	0:00	0	5

Weekly Activity Report from 11/23/200900:00:00 to 11/29/200

Weekday	Hour	Opened
Monday	0:00	0
Monday	1:00	0
Monday	2:00	0
Monday	3:00	2
Monday	4:00	6
Monday	5:00	17
Monday	6:00	42
Monday	7:00	20
Monday	8:00	29
Monday	9:00	28
Monday	10:00	12
Monday	11:00	7
Monday	12:00	18
Monday	13:00	14
Monday	14:00	9
Monday	15:00	13
Monday	16:00	6
Monday	17:00	2
Monday	18:00	5
Monday	19:00	2
Monday	20:00	2
Monday	21:00	0
Monday	22:00	0
Monday	23:00	3
Tuesday	0:00	0
Tuesday	1:00	0
Tuesday	2:00	0
Tuesday	3:00	3
Tuesday	4:00	25
Tuesday	5:00	21
Tuesday	6:00	37
Tuesday	7:00	26
Tuesday	8:00	52
Tuesday	9:00	34
Tuesday	10:00	30
Tuesday	11:00	27
Tuesday	12:00	29
Tuesday	13:00	22
Tuesday	14:00	14
Tuesday	15:00	23
Tuesday	16:00	23
Tuesday	17:00	18
Tuesday	18:00	7
Tuesday	19:00	8
Tuesday	20:00	1
Tuesday	21:00	2
Tuesday	22:00	3
Tuesday	23:00	3
Wednesda	0:00	0

Wednesda	1:00	0	2	Wednesda	1:00	0	
Wednesda	2:00	1	0	Wednesda	2:00	1	
Wednesda	3:00	3	0	Wednesda	3:00	11	
Wednesda	4:00	9	2	Wednesda	4:00	37	
Wednesda	5:00	11	1	Wednesda	5:00	29	
Wednesda	6:00	14	1	Wednesda	6:00	49	
Wednesda	7:00	14	1	Wednesda	7:00	35	
Wednesda	8:00	19	1	Wednesda	8:00	45	4
Wednesda	9:00	16	0	Wednesda	9:00	28	
Wednesda	10:00	7	2	Wednesda	10:00	23	
Wednesda	11:00	7	4	Wednesda	11:00	28	
Wednesda	12:00	8	8	Wednesda	12:00	32	
Wednesda	13:00	5	7	Wednesda	13:00	33	
Wednesda	14:00	5	2	Wednesda	14:00	29	
Wednesda	15:00	13	2	Wednesda	15:00	29	
Wednesda	16:00	9	7	Wednesda	16:00	36	8
Wednesda	17:00	0	7	Wednesda	17:00	23	6
Wednesda	18:00	1	4	Wednesda	18:00	16	
Wednesda	19:00	1	13	Wednesda	19:00	4	
Wednesda	20:00	2	15	Wednesda	20:00	2	
Wednesda	21:00	3	16	Wednesda	21:00	4	
Wednesda	22:00	0	8	Wednesda	22:00	3	
Wednesda	23:00	2	11	Wednesda	23:00	1	
Thursday	0:00	0	6	Thursday	0:00	0	
Thursday	1:00	0	0	Thursday	1:00	0	
Thursday	2:00	0	0	Thursday	2:00	2	
Thursday	3:00	4	0	Thursday	3:00	10	
Thursday	4:00	11	0	Thursday	4:00	20	
Thursday	5:00	22	1	Thursday	5:00	44	
Thursday	6:00	24	1	Thursday	6:00	68	
Thursday	7:00	21	0	Thursday	7:00	46	
Thursday	8:00	38	4	Thursday	8:00	59	2
Thursday	9:00	19	1	Thursday	9:00	30	
Thursday	10:00	21	1	Thursday	10:00	19	
Thursday	11:00	9	5	Thursday	11:00	11	
Thursday	12:00	18	11	Thursday	12:00	9	
Thursday	13:00	20	13	Thursday	13:00	8	
Thursday	14:00	8	4	Thursday	14:00	7	
Thursday	15:00	14	6	Thursday	15:00	4	
Thursday	16:00	20	8	Thursday	16:00	4	6
Thursday	17:00	10	10	Thursday	17:00	1	5
Thursday	18:00	12	16	Thursday	18:00	1	
Thursday	19:00	8	12	Thursday	19:00	2	
Thursday	20:00	4	9	Thursday	20:00	1	
Thursday	21:00	0	12	Thursday	21:00	1	
Thursday	22:00	5	13	Thursday	22:00	0	
Thursday	23:00	3	6	Thursday	23:00	0	
Friday	0:00	0	4	Friday	0:00	1	
Friday	1:00	0	1	Friday	1:00	0	
Friday	2:00	1	0	Friday	2:00	0	
Friday	3:00	4	0	Friday	3:00	5	
Friday	4:00	18	1	Friday	4:00	8	

Friday	5:00	27	1	Friday	5:00	13
Friday	6:00	37	1	Friday	6:00	17
Friday	7:00	27	1	Friday	7:00	13
Friday	8:00	32	2	Friday	8:00	21
Friday	9:00	23	2	Friday	9:00	6
Friday	10:00	24	2	Friday	10:00	3
Friday	11:00	17	5	Friday	11:00	10
Friday	12:00	20	7	Friday	12:00	7
Friday	13:00	25	9	Friday	13:00	10
Friday	14:00	12	8	Friday	14:00	5
Friday	15:00	15	7	Friday	15:00	2
Friday	16:00	24	8	Friday	16:00	4
Friday	17:00	16	7	Friday	17:00	0
Friday	18:00	6	6	Friday	18:00	2
Friday	19:00	8	10	Friday	19:00	1
Friday	20:00	8	12	Friday	20:00	3
Friday	21:00	3	8	Friday	21:00	0
Friday	22:00	1	2	Friday	22:00	0
Friday	23:00	2	7	Friday	23:00	0
Saturday	0:00	0	4	Saturday	0:00	0
Saturday	1:00	0	1	Saturday	1:00	0
Saturday	2:00	0	0	Saturday	2:00	0
Saturday	3:00	8	0	Saturday	3:00	6
Saturday	4:00	14	2	Saturday	4:00	7
Saturday	5:00	16	1	Saturday	5:00	8
Saturday	6:00	34	0	Saturday	6:00	12
Saturday	7:00	21	1	Saturday	7:00	8
Saturday	8:00	32	1	Saturday	8:00	9
Saturday	9:00	20	2	Saturday	9:00	5
Saturday	10:00	14	5	Saturday	10:00	2
Saturday	11:00	9	4	Saturday	11:00	7
Saturday	12:00	6	5	Saturday	12:00	3
Saturday	13:00	8	7	Saturday	13:00	2
Saturday	14:00	5	7	Saturday	14:00	5
Saturday	15:00	6	6	Saturday	15:00	1
Saturday	16:00	3	6	Saturday	16:00	6
Saturday	17:00	1	10	Saturday	17:00	1
Saturday	18:00	0	11	Saturday	18:00	0
Saturday	19:00	4	13	Saturday	19:00	1
Saturday	20:00	4	9	Saturday	20:00	3
Saturday	21:00	0	4	Saturday	21:00	1
Saturday	22:00	0	9	Saturday	22:00	1
Saturday	23:00	2	6	Saturday	23:00	1
Sunday	0:00	0	5	Sunday	0:00	0
Sunday	1:00	0	0	Sunday	1:00	0
Sunday	2:00	0	0	Sunday	2:00	0
Sunday	3:00	5	0	Sunday	3:00	3
Sunday	4:00	6	2	Sunday	4:00	9
Sunday	5:00	8	1	Sunday	5:00	7
Sunday	6:00	17	0	Sunday	6:00	8
Sunday	7:00	11	1	Sunday	7:00	7
Sunday	8:00	5	4	Sunday	8:00	6

Sunday	9:00	5	1	Sunday	9:00	5
Sunday	10:00	4	3	Sunday	10:00	4
Sunday	11:00	3	8	Sunday	11:00	3
Sunday	12:00	6	11	Sunday	12:00	9
Sunday	13:00	7	6	Sunday	13:00	4
Sunday	14:00	1	9	Sunday	14:00	8
Sunday	15:00	5	19	Sunday	15:00	2
Sunday	16:00	2	7	Sunday	16:00	5
Sunday	17:00	1	14	Sunday	17:00	1
Sunday	18:00	1	24	Sunday	18:00	1
Sunday	19:00	1	19	Sunday	19:00	3
Sunday	20:00	3	11	Sunday	20:00	2
Sunday	21:00	1	9	Sunday	21:00	1
Sunday	22:00	0	10	Sunday	22:00	0
Sunday	23:00	2	5	Sunday	23:00	2
SUM		1386	992	SUM		1800

923:59:59
Closed

4
0
0
0
1
2
1
1
1
33
71
6
7
11
16
13
7
11
9
14
14
17
8
6
3
0
0
1
1
0
1
1
2
1
7
4
5
5
5
7
5
3
9
3
9
5
10
4
8

3
0
0
2
1
0
2
4
2
0
5
8
9
8
5
8
6
4
1
3
9
4
3
7
0
0
1
0
1
1
0
2
2
6
4
3
9
7
7
6
5
10
7
13
8
5
3
2
0
0
0
1

2
0
1
4
3
15
15
13
25
20
20
31
16
19
16
27
25
14
11
9
1
0
0
2
3
2
0
15
3
17
26
15
22
22
25
35
23
41
28
37
53
23
16
16
6
1
0
0
3
0
4
22

5
26
21
31
20
19
23
22
22
23
35
28
45
16
28
1660

Weekly Activity Report from 08/31/200900:00:00 to 09/06/200923:59:59

Weekday	Hour	Opened	Closed
Monday	0:00	0	12
Monday	1:00	0	3
Monday	2:00	0	0
Monday	3:00	2	1
Monday	4:00	15	0
Monday	5:00	26	0
Monday	6:00	19	2
Monday	7:00	27	0
Monday	8:00	32	1
Monday	9:00	14	1
Monday	10:00	12	2
Monday	11:00	14	9
Monday	12:00	10	3
Monday	13:00	10	8
Monday	14:00	12	5
Monday	15:00	12	7
Monday	16:00	9	14
Monday	17:00	3	11
Monday	18:00	3	10
Monday	19:00	0	13
Monday	20:00	0	5
Monday	21:00	1	11
Monday	22:00	1	9
Monday	23:00	1	13
Tuesday	0:00	1	10
Tuesday	1:00	0	0
Tuesday	2:00	0	0
Tuesday	3:00	2	0
Tuesday	4:00	7	0
Tuesday	5:00	17	0
Tuesday	6:00	25	0
Tuesday	7:00	25	2
Tuesday	8:00	21	3
Tuesday	9:00	12	0
Tuesday	10:00	7	2
Tuesday	11:00	6	5
Tuesday	12:00	15	6
Tuesday	13:00	5	3
Tuesday	14:00	9	6
Tuesday	15:00	11	5
Tuesday	16:00	5	9
Tuesday	17:00	5	12
Tuesday	18:00	0	6
Tuesday	19:00	1	10
Tuesday	20:00	0	4
Tuesday	21:00	1	7
Tuesday	22:00	2	9
Tuesday	23:00	1	11
Wednesda	0:00	0	7

Weekly Activity Report from 11/23/200900:00:00 to 11/29/200

Weekday	Hour	Opened
Monday	0:00	0
Monday	1:00	0
Monday	2:00	1
Monday	3:00	2
Monday	4:00	13
Monday	5:00	25
Monday	6:00	22
Monday	7:00	17
Monday	8:00	13
Monday	9:00	11
Monday	10:00	7
Monday	11:00	6
Monday	12:00	11
Monday	13:00	6
Monday	14:00	4
Monday	15:00	12
Monday	16:00	11
Monday	17:00	9
Monday	18:00	1
Monday	19:00	0
Monday	20:00	0
Monday	21:00	1
Monday	22:00	1
Monday	23:00	1
Tuesday	0:00	0
Tuesday	1:00	0
Tuesday	2:00	0
Tuesday	3:00	1
Tuesday	4:00	11
Tuesday	5:00	29
Tuesday	6:00	16
Tuesday	7:00	17
Tuesday	8:00	14
Tuesday	9:00	8
Tuesday	10:00	9
Tuesday	11:00	17
Tuesday	12:00	20
Tuesday	13:00	9
Tuesday	14:00	9
Tuesday	15:00	19
Tuesday	16:00	12
Tuesday	17:00	4
Tuesday	18:00	3
Tuesday	19:00	1
Tuesday	20:00	0
Tuesday	21:00	1
Tuesday	22:00	2
Tuesday	23:00	0
Wednesda	0:00	0

Wednesda	1:00	0	0
Wednesda	2:00	0	0
Wednesda	3:00	3	0
Wednesda	4:00	9	0
Wednesda	5:00	15	0
Wednesda	6:00	19	1
Wednesda	7:00	12	1
Wednesda	8:00	12	1
Wednesda	9:00	12	2
Wednesda	10:00	7	2
Wednesda	11:00	6	7
Wednesda	12:00	8	4
Wednesda	13:00	11	8
Wednesda	14:00	8	3
Wednesda	15:00	12	8
Wednesda	16:00	7	11
Wednesda	17:00	7	21
Wednesda	18:00	3	9
Wednesda	19:00	0	10
Wednesda	20:00	0	9
Wednesda	21:00	1	10
Wednesda	22:00	1	16
Wednesda	23:00	1	14
Thursday	0:00	1	1
Thursday	1:00	0	1
Thursday	2:00	0	0
Thursday	3:00	2	0
Thursday	4:00	14	0
Thursday	5:00	17	0
Thursday	6:00	24	1
Thursday	7:00	21	1
Thursday	8:00	15	2
Thursday	9:00	20	5
Thursday	10:00	11	3
Thursday	11:00	2	5
Thursday	12:00	5	10
Thursday	13:00	10	12
Thursday	14:00	11	14
Thursday	15:00	13	3
Thursday	16:00	16	19
Thursday	17:00	10	22
Thursday	18:00	0	18
Thursday	19:00	0	21
Thursday	20:00	0	9
Thursday	21:00	1	17
Thursday	22:00	1	20
Thursday	23:00	1	16
Friday	0:00	0	9
Friday	1:00	0	0
Friday	2:00	0	0
Friday	3:00	2	0
Friday	4:00	15	0

Wednesda	1:00	0
Wednesda	2:00	0
Wednesda	3:00	4
Wednesda	4:00	20
Wednesda	5:00	18
Wednesda	6:00	16
Wednesda	7:00	13
Wednesda	8:00	15
Wednesda	9:00	9
Wednesda	10:00	14
Wednesda	11:00	10
Wednesda	12:00	12
Wednesda	13:00	17
Wednesda	14:00	19
Wednesda	15:00	16
Wednesda	16:00	17
Wednesda	17:00	7
Wednesda	18:00	4
Wednesda	19:00	1
Wednesda	20:00	0
Wednesda	21:00	2
Wednesda	22:00	1
Wednesda	23:00	1
Thursday	0:00	0
Thursday	1:00	0
Thursday	2:00	0
Thursday	3:00	4
Thursday	4:00	21
Thursday	5:00	29
Thursday	6:00	17
Thursday	7:00	16
Thursday	8:00	14
Thursday	9:00	9
Thursday	10:00	9
Thursday	11:00	6
Thursday	12:00	5
Thursday	13:00	1
Thursday	14:00	3
Thursday	15:00	2
Thursday	16:00	2
Thursday	17:00	0
Thursday	18:00	0
Thursday	19:00	0
Thursday	20:00	0
Thursday	21:00	2
Thursday	22:00	1
Thursday	23:00	1
Friday	0:00	0
Friday	1:00	0
Friday	2:00	0
Friday	3:00	5
Friday	4:00	13

Friday	5:00	25	0	Friday	5:00	14
Friday	6:00	21	1	Friday	6:00	15
Friday	7:00	25	1	Friday	7:00	12
Friday	8:00	16	3	Friday	8:00	11
Friday	9:00	14	2	Friday	9:00	7
Friday	10:00	11	10	Friday	10:00	8
Friday	11:00	8	9	Friday	11:00	9
Friday	12:00	9	7	Friday	12:00	4
Friday	13:00	17	11	Friday	13:00	4
Friday	14:00	17	12	Friday	14:00	4
Friday	15:00	13	9	Friday	15:00	4
Friday	16:00	10	24	Friday	16:00	3
Friday	17:00	15	15	Friday	17:00	1
Friday	18:00	9	13	Friday	18:00	0
Friday	19:00	1	7	Friday	19:00	0
Friday	20:00	1	10	Friday	20:00	0
Friday	21:00	1	14	Friday	21:00	1
Friday	22:00	2	19	Friday	22:00	1
Friday	23:00	1	9	Friday	23:00	1
Saturday	0:00	0	15	Saturday	0:00	0
Saturday	1:00	0	0	Saturday	1:00	0
Saturday	2:00	1	0	Saturday	2:00	0
Saturday	3:00	5	0	Saturday	3:00	4
Saturday	4:00	10	0	Saturday	4:00	7
Saturday	5:00	17	0	Saturday	5:00	17
Saturday	6:00	26	1	Saturday	6:00	7
Saturday	7:00	11	1	Saturday	7:00	8
Saturday	8:00	16	2	Saturday	8:00	6
Saturday	9:00	9	2	Saturday	9:00	9
Saturday	10:00	6	0	Saturday	10:00	5
Saturday	11:00	8	2	Saturday	11:00	1
Saturday	12:00	7	1	Saturday	12:00	3
Saturday	13:00	8	12	Saturday	13:00	3
Saturday	14:00	4	6	Saturday	14:00	1
Saturday	15:00	9	6	Saturday	15:00	6
Saturday	16:00	4	7	Saturday	16:00	4
Saturday	17:00	0	10	Saturday	17:00	1
Saturday	18:00	0	6	Saturday	18:00	1
Saturday	19:00	0	7	Saturday	19:00	0
Saturday	20:00	0	8	Saturday	20:00	0
Saturday	21:00	1	2	Saturday	21:00	1
Saturday	22:00	1	6	Saturday	22:00	1
Saturday	23:00	1	9	Saturday	23:00	1
Sunday	0:00	0	5	Sunday	0:00	0
Sunday	1:00	0	0	Sunday	1:00	0
Sunday	2:00	0	0	Sunday	2:00	0
Sunday	3:00	0	0	Sunday	3:00	3
Sunday	4:00	6	0	Sunday	4:00	5
Sunday	5:00	6	0	Sunday	5:00	9
Sunday	6:00	14	0	Sunday	6:00	11
Sunday	7:00	8	2	Sunday	7:00	7
Sunday	8:00	7	1	Sunday	8:00	3

Sunday	9:00	5	1	Sunday	9:00	4
Sunday	10:00	0	2	Sunday	10:00	7
Sunday	11:00	3	5	Sunday	11:00	8
Sunday	12:00	7	0	Sunday	12:00	8
Sunday	13:00	6	6	Sunday	13:00	4
Sunday	14:00	2	14	Sunday	14:00	5
Sunday	15:00	3	13	Sunday	15:00	13
Sunday	16:00	2	5	Sunday	16:00	7
Sunday	17:00	1	9	Sunday	17:00	3
Sunday	18:00	0	7	Sunday	18:00	1
Sunday	19:00	0	14	Sunday	19:00	0
Sunday	20:00	0	16	Sunday	20:00	0
Sunday	21:00	1	7	Sunday	21:00	1
Sunday	22:00	1	11	Sunday	22:00	1
Sunday	23:00	1	11	Sunday	23:00	1
SUM		1200	1011	SUM		1038

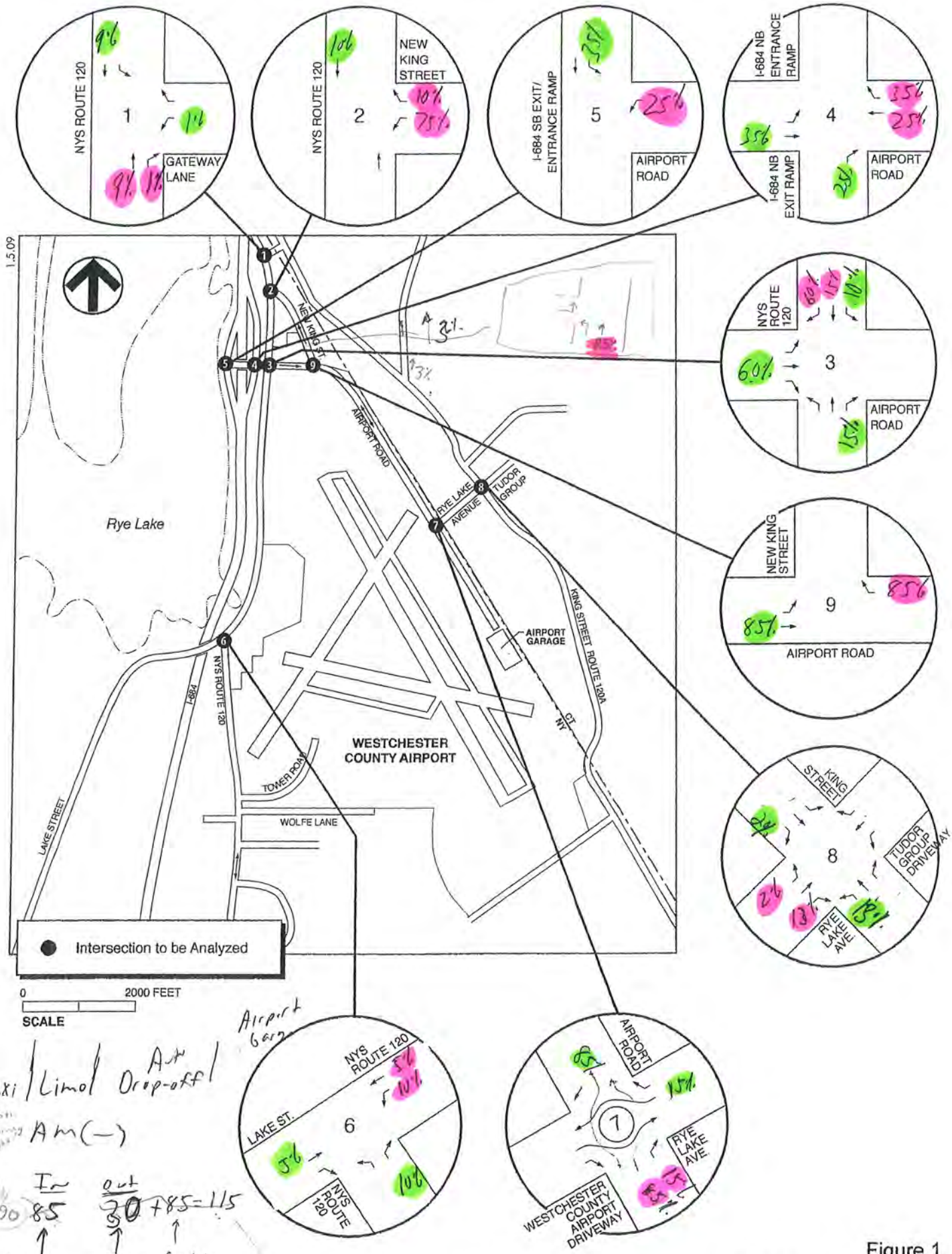
923:59:59
Closed

7
2
0
0
0
0
0
1
4
2
5
7
9
13
8
12
8
17
16
11
12
7
7
10
7
0
0
0
0
0
0
1
2
2
1
9
5
9
4
2
13
11
9
8
6
11
12
12
2

0
0
0
0
0
0
2
1
2
2
5
5
7
7
9
7
6
2
2
2
5
5
3
2
0
0
0
0
0
0
3
0
1
0
2
3
2
3
2
2
3
1
1
2
4
3
5
1
0
0
0
0

0
1
1
0
1
2
6
2
10
17
5
10
8
15
13
9
5
10
9
10
0
0
0
0
0
1
2
0
4
3
6
9
15
12
9
17
23
14
13
13
9
17
13
10
0
0
0
0
0
1
1
2

3
8
8
11
9
9
11
8
25
27
9
7
13
16
16
904



Taxi / Limo Drop-off

AM (—)

In 85 ↑ Switches

Out 30 + 85 = 115 ↑ Planes ↑ Switches

AEROTECH Westchester County Airport

15 + 80 + 10 = 105

Figure 1
Traffic Study Area

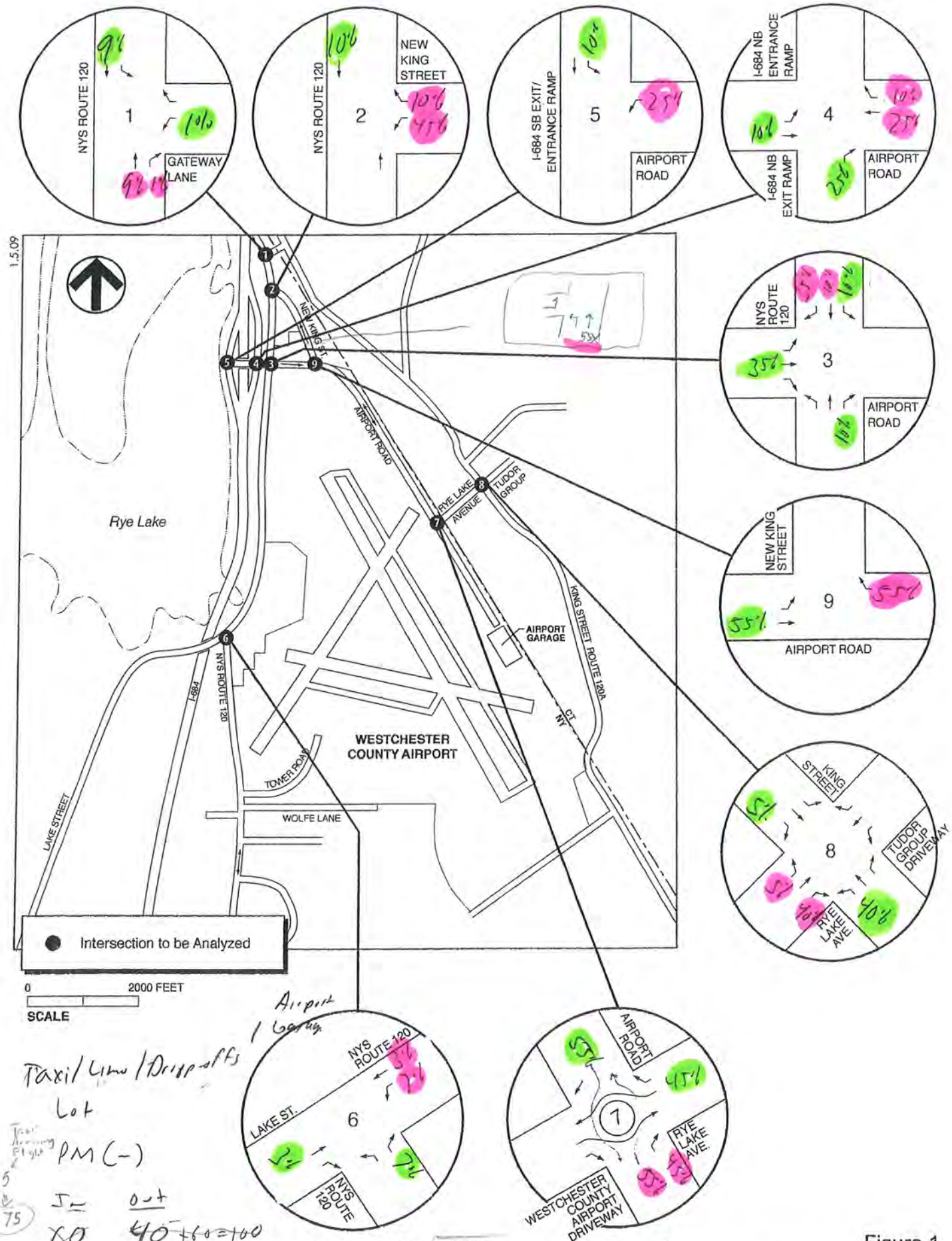
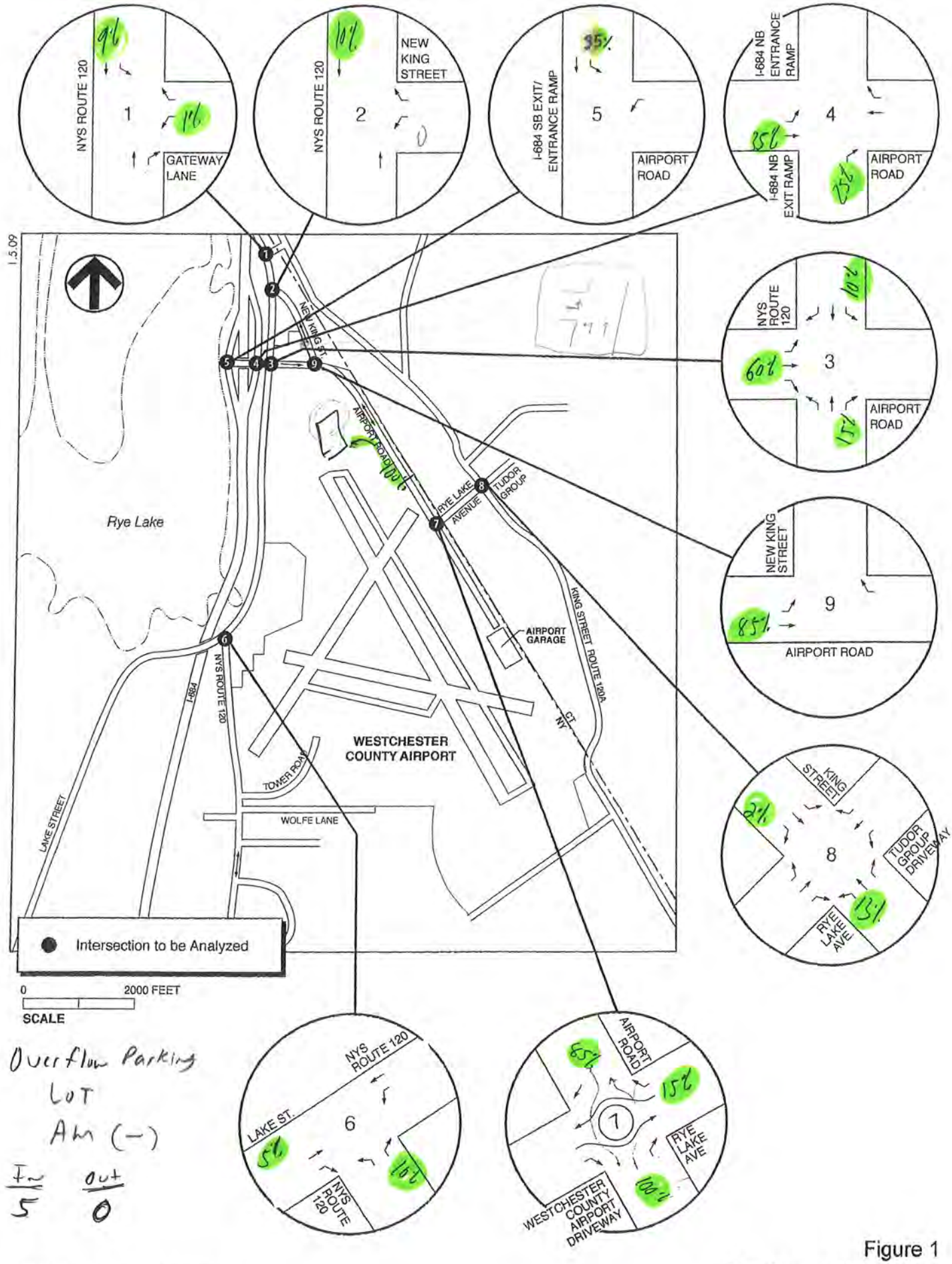


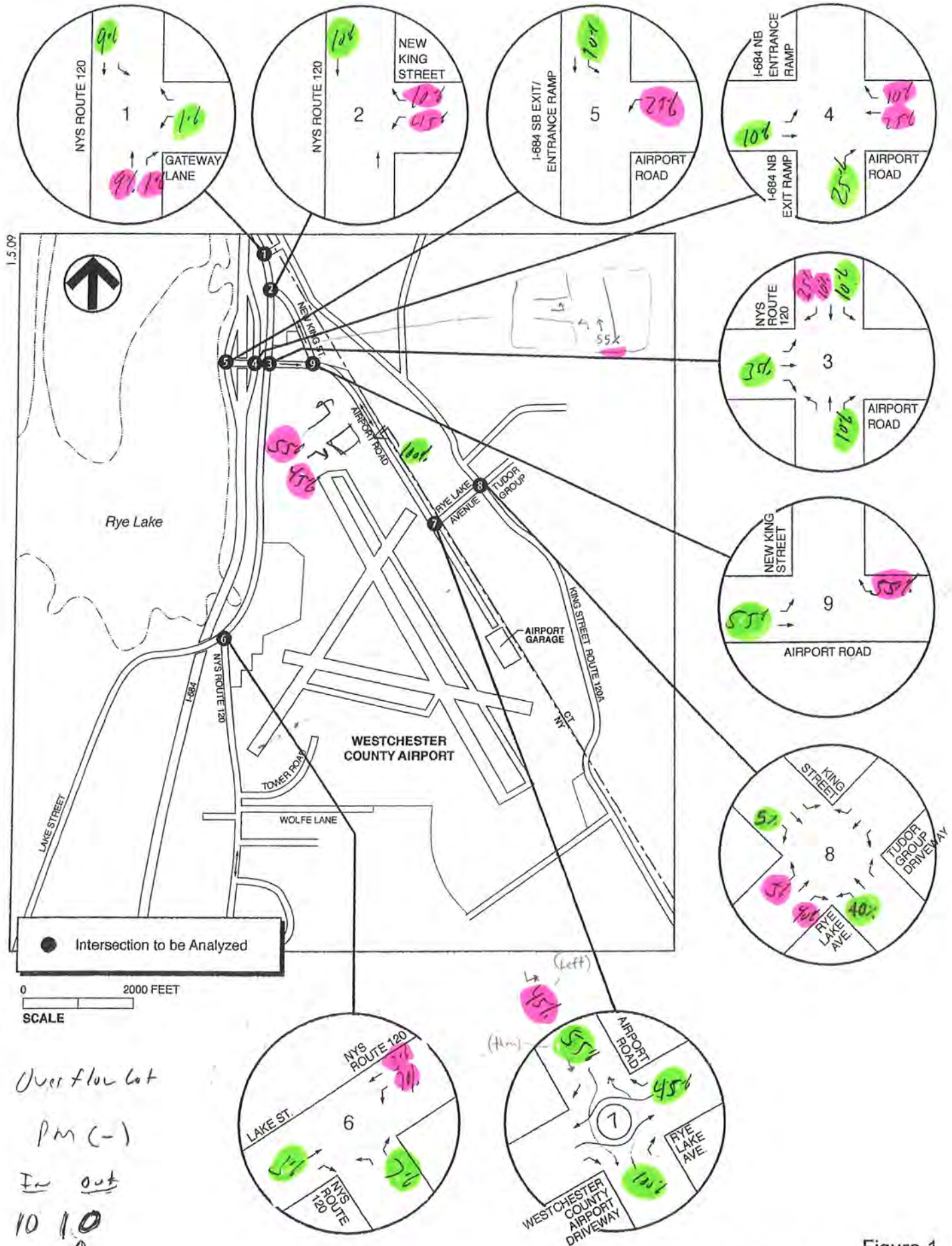
Figure 1
Traffic Study Area



Overflow Parking Lot
Am (-)

In	Out
5	0

Figure 1
Traffic Study Area



Overflow Cut

PM (-)

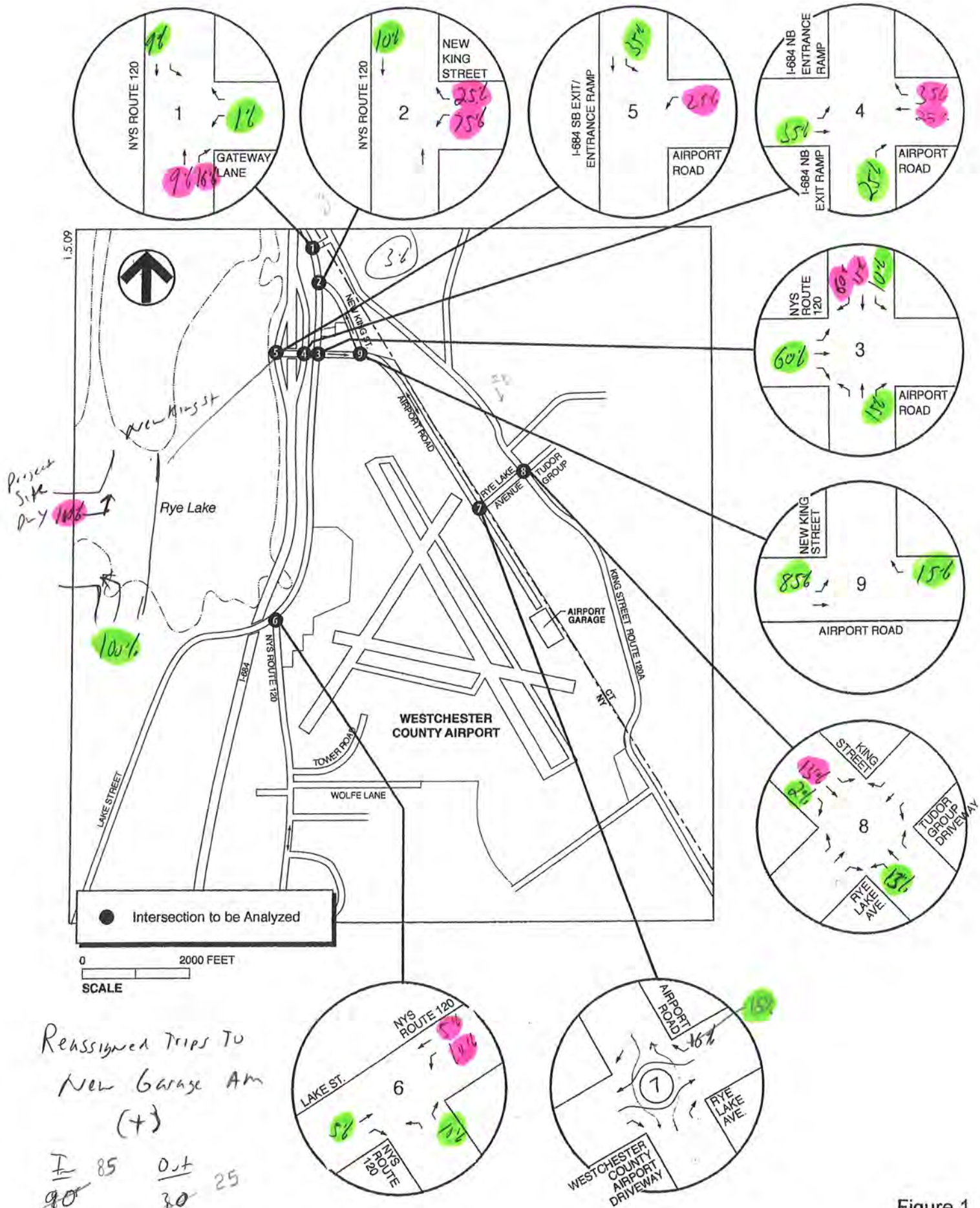
In Out

10 10

AEROTECH Westchester County Airport

Already performed with the Cut

Figure 1
Traffic Study Area



Reassigned Trips To New Garage AM (+)

In 85 Out 25

90 30

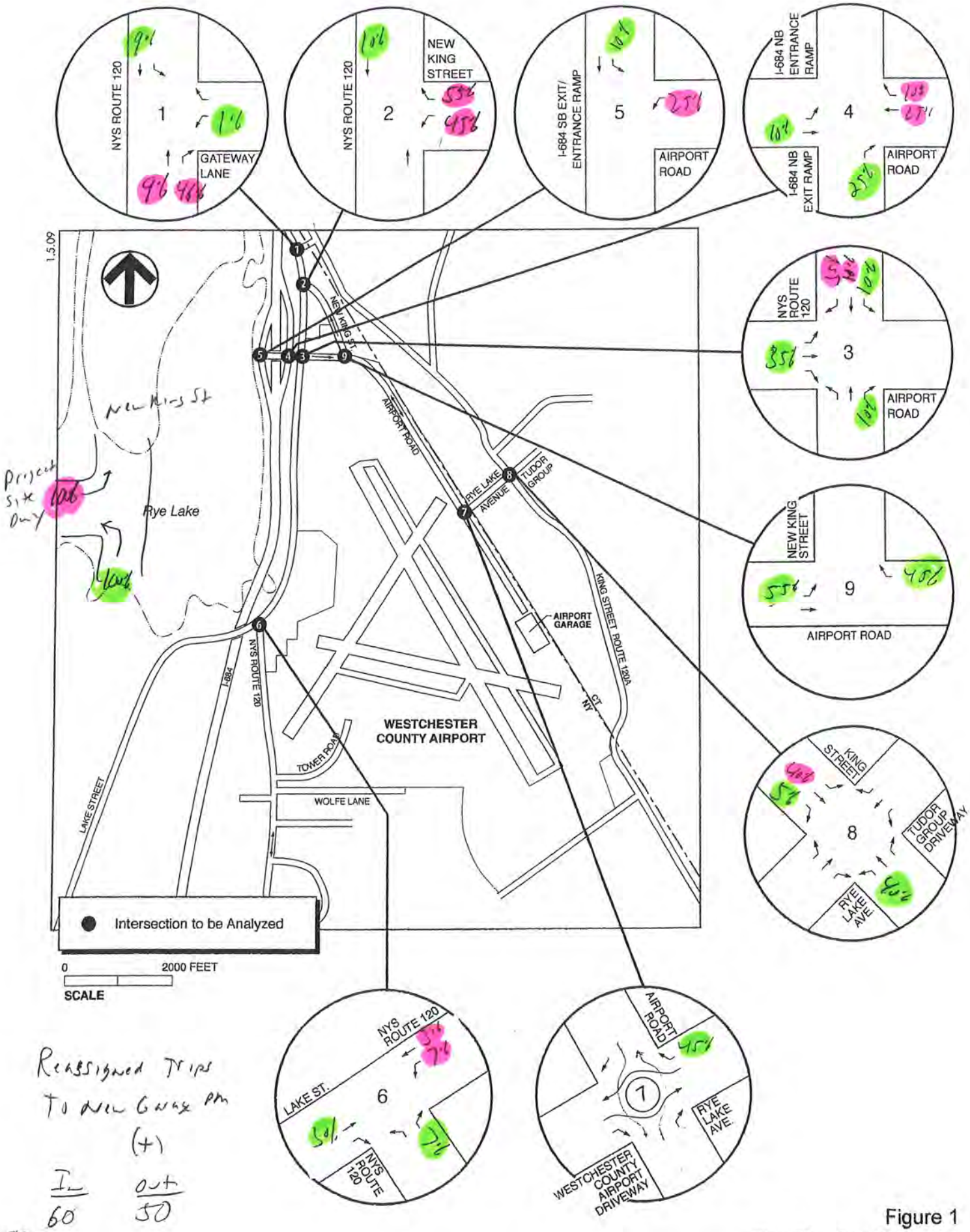
↑ Shifted to New Garage

↑ Planes From New Garage

AEROTECH Westchester County Airport

Figure 1

Traffic Study Area



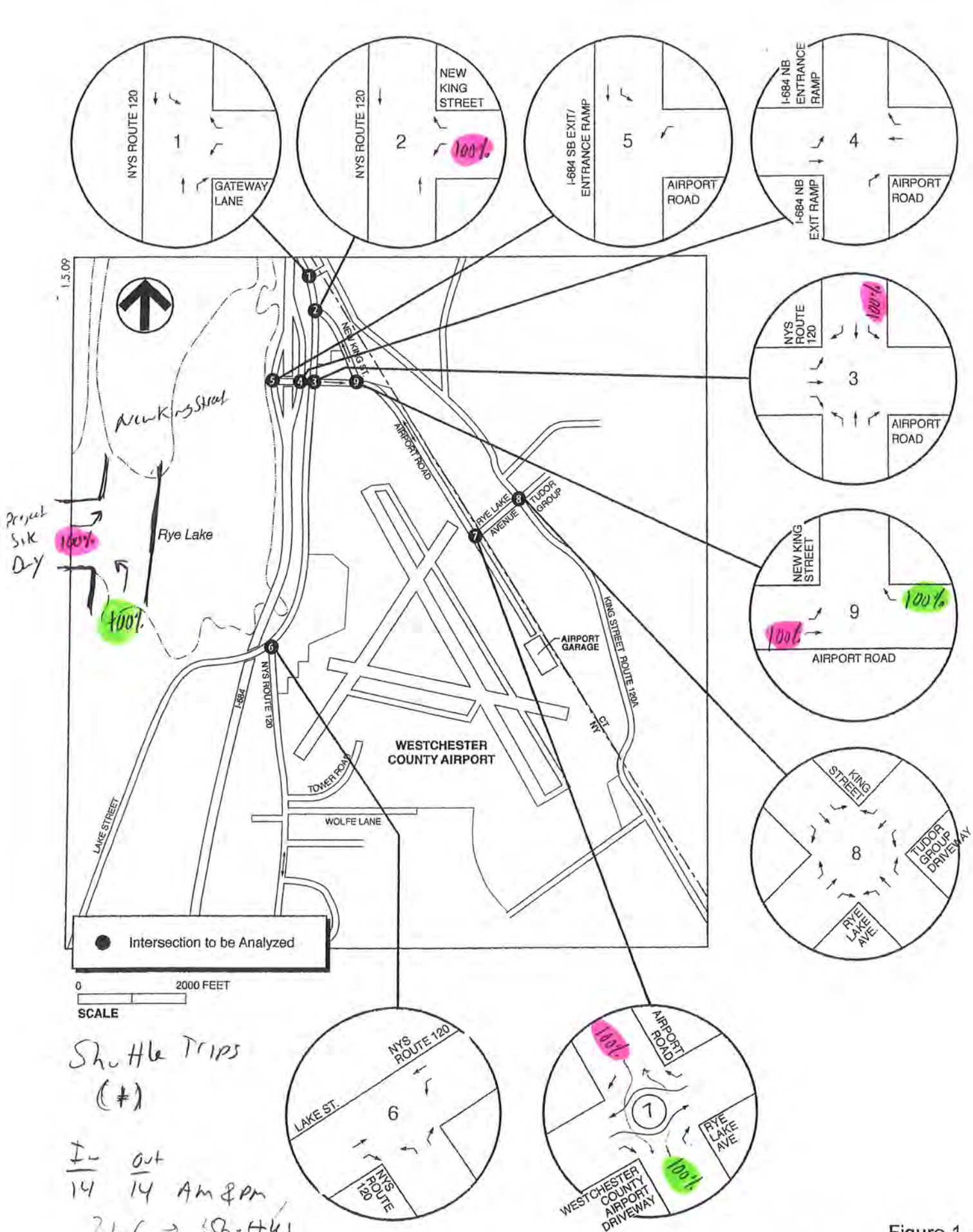
Reassigned Trips
To New Gate PM
(+)

In	Out
60	50

70

AEROTECH Westchester County Airport

Figure 1
Traffic Study Area



Shuttle Trips (#)

In 14 Out 14 AM & PM

3 to 6 → 52 shuttles

Typically 3 to 4 shuttle buses if proposed

AEROTECH Westchester County Airport

Figure 1
Traffic Study Area

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

DAVID H. STOLMAN
AICP, PP
PRESIDENT

MICHAEL A. GALANTE
EXECUTIVE
VICE PRESIDENT

350 THEO. FREMD AVE.
RYE, NEW YORK 10580
914 967-6540
FAX: 914 967-6615

CONNECTICUT
203 255-3100

HUDSON VALLEY
845 297-6056

LONG ISLAND
516 364-4544

www.fpclark.com

email@fpclark.com

December 9, 2010

Mr. Adam R. Kaufman, Town Planner
Town of North Castle
17 Bedford Road
Armonk, New York 10504

Subject: **Traffic Study for Park Place at Westchester Airport, New King Street, Town of North Castle, New York – Review of Traffic Impact Study**

Dear Mr. Kaufman:

As requested, we have conducted a review of the Traffic Access and Impact Study prepared by AKRF, dated August 2, 2010. The proposed Park Place Garage at Westchester Airport will consist of approximately 1,450 parking spaces and be constructed on the west side of New King Street and North of Airport Road. The proposal is to provide access at one point along New King Street. The traffic analysis addresses the 2008 existing traffic conditions, 2012 future no-build and builds traffic conditions during weekday morning and afternoon peak hours.

Applicant's Traffic Engineers Summary

1. *Existing Conditions* – The manual traffic volume surveys were conducted in November and December 2008, and February and November 2009. It was determined that since there has been minimal growth in the area that the existing traffic volumes utilized in those studies represent current 2010 conditions.

   The following intersections were included in the Study Area:

   - NYS Route 120 at Gateway Lane (Signalized);
   - NYS Route 120 at New King Street (Signalized);
   - NYS Route 120 at Airport Road (Signalized);
   - Airport Road at Southbound I-684 Ramps (Unsignalized);
   - Airport Road at Northbound I-684 Ramps (Unsignalized);
   - NYS Route 120 at Lake Street (Unsignalized);

- Airport Road at Rye Lake Avenue/Westchester County Airport Drive (Roundabout);
- King Street at Rye Lake Avenue/Tudor Group Driveway (Signalized); and,
- Airport Road at New King Street (Unsignalized).

These surveys were conducted during the following time periods:

- Weekday Morning – 8:00 A.M. to 10:00 A.M. ; and,
- Weekday Afternoon – 4:00 P.M. to 6:00 P.M.

Based on the results of the surveys, the following peak hour time periods were identified and were used in the analysis:

- Weekday Morning – 8:00 A.M. to 9:00 A.M.; and,
- Weekday Afternoon – 4:15 P.M. and 5:15 P.M.

Automatic Traffic Recorders (ATR's) were conducted at various locations throughout the Study Area. The dates they were conducted and exact locations were not provided.

2. *Accident History* – No Accident data was provided.

3. *Existing Parking Conditions* – The existing Westchester County Airport parking facility consists of and approximately 1,100 space parking garage adjacent to the Airport Terminal. In addition to this parking facility, there are overflow parking areas at the Airport, which provide approximately 400 additional parking spaces. Drivers must pay to park at both the parking garage and the overflow parking areas.

4. *No-Build Traffic Volumes* – For purposes of completing this analysis, a 2012 design year was used to reflect future traffic conditions, with and without the site-generated traffic. The 2008 baseline traffic volumes were increased by a growth rate of 2.5 percent per year to the horizon year 2012, or 10 percent total growth to be conservative. This factor was used to account for the normal background

traffic growth and any other developments that were not identified at the time of the Study. No other developments are in the Study Area.

5. *Site-Generated Traffic Volumes* – The Applicant's traffic consultant developed site traffic generation estimates for the proposed parking garage by considering the following:

   - Traffic generation at three similar parking facilities in Columbus, OH, Denver, CO and Pittsburgh, PA.
   - Traffic generation to and from the Airport Garage as recorded by ATR counts during the peak Thanksgiving Holiday.
   - There will be a shuttle bus provided between the Parking Garage and the Airport Terminal. There will be approximately 14 shuttle buses added to the roadway network during the peak hour. The estimated net total trips for the Study Area are -62 and -47 vehicle trip ends during the weekday morning and weekday afternoon peak hours.

6. *Site Traffic Distribution and Assignment* – The results of the Study indicated that site traffic generation was distributed and assigned throughout the network based on existing and expected travel patterns to the new parking garage.

7. *Build Traffic Volumes* – The results of the Study indicated that build traffic volumes were developed by adding the site-generated traffic to the no-build traffic volumes.

8. *Capacity Analysis Results* – The analysis was based on Synchro 7, Highway Capacity Manual (HCM) methodology. The following is a summary of the results of the analysis for each of the intersections included in the Study Area:

   a. *NYS 120 at Gateway Lane* – This traffic signal controlled intersection currently operates at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

The results of the analysis for a build traffic condition indicate this intersection will operate at an overall Level of Service "A" during both the weekday morning and weekday afternoon peak hours.

b. *NYS 120 at New King Street* – This traffic signal controlled intersection currently operates at an overall Level of Service "B" during both the weekday morning and weekday afternoon peak hours

The results of the analysis for a no-build traffic condition indicate this intersection will operate at an overall Level of Service "B" and "C" during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate at an overall Level of Service "B" and "C" during the weekday morning and weekday afternoon peak hours, respectively.

c. *NYS 120 at Airport Road* – This traffic signal controlled intersection currently operates at an overall Level of Service "F" (102.8 Seconds) and "C" during the weekday morning and weekday afternoon peak hours, respectively. The eastbound left/through/right lane group operates at a Level of Service "F" (208.9 Seconds) during the weekday morning peak hour.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at an overall Level of Service "F" (130.0 Seconds) and "C" during the weekday morning and weekday afternoon peak hours, respectively. The eastbound left/through/right lane group operates at a Level of Service "F" (-- Seconds) during the weekday morning peak hour.

The results of the analysis for a build traffic condition indicate this intersection will operate at an overall Level of Service "F" (130.5 Seconds)

and "C" during the weekday morning and weekday afternoon peak hours, respectively. The eastbound left/through/right lane group operates at a Level of Service "F" (-- Seconds) during the weekday morning peak hour.

d. *King Street at Rye Lake Avenue/Tudor Group Driveway* – This traffic signal controlled intersection currently operates at an overall Level of Service "A" and "B" during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at an overall Level of Service "A" and "B" during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate at an overall Level of Service "A" and "B" during the weekday morning and weekday afternoon peak hours, respectively.

e. *Airport Road at I-684 Northbound Ramps* – This Stop Sign controlled intersection currently operates at a Level of Service "F" (58.3 Seconds) and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at a Level of Service "F" (112.7 Seconds) and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate at a Level of Service "F" (107.8 Seconds) and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

e. *Airport Road at I-684 Southbound Ramps* – This Stop Sign controlled intersection currently operates at a Level of Service "F" (-- Seconds) or

better during both the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at a Level of Service "F" (-- Seconds) or better during both the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate at a Level of Service "F" (-- Seconds) or better during both the weekday morning and weekday afternoon peak hours, respectively.

f. *Airport Road at Rye Lake Avenue/Westchester County Airport Driveway* – This roundabout intersection currently operates with a V/C Ratio of 0.50 and 0.83 or better during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a no-build traffic condition indicate this intersection will operate with a V/C Ratio of 0.56 and 0.96 or better during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate with a V/C Ratio of 0.47 and 0.90 or better during the weekday morning and weekday afternoon peak hours, respectively.

g. *Airport Road at New King Street* – This Stop Sign controlled intersection currently operates at a Level of Service "B" or better during both the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at a Level of Service "B" or better during both the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate at a Level of Service "B" and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

h. *Airport Road at New King Street* – This Stop Sign controlled intersection for a build traffic condition indicate this intersection will operate at a Level of Service "B" and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a no-build traffic condition indicate this intersection will operate at a Level of Service "B" or better during both the weekday morning and weekday afternoon peak hours, respectively.

The results of the analysis for a build traffic condition indicate this intersection will operate at a Level of Service "B" and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

i. *Airport Road at New King Street* – This Stop sign controlled intersection for a build traffic condition indicate this intersection will operate at a Level of Service "B" and "C" or better during the weekday morning and weekday afternoon peak hours, respectively.

9. *Sight Distance at the Proposed Site Access Drives* – The Applicant has provided information on sight distance at the proposed driveways. The Applicant states that according to AASHTO the Intersection Sight Distance (ISD) for the posted speed limit of 30 mph is 335 feet and the Stopping Sight Distance (SSD) for the posted speed limit of 30 mph is 200 feet. The measured ISD and SSD are 380 feet and 280 feet, respectively.

Review Comments

Based on the review of the Traffic Report, the following comments are provided.

1. *Existing Conditions* –The review of the manual count data sheets shows that the traffic counts were conducted on November 26, 2008 from 8:00 to 10:00 A.M. and

from 4:00 to 6:00 P.M. November 26, 2008 was the Wednesday before Thanksgiving. The Applicant should provide a graphic presentation of the number of lanes, traffic control, and lane designations and identify posted speed limits. On the existing figures, the "left turn volumes" are not shown on the roundabout.

2. *Accident Experience* – The Applicant has not addressed the accident experience in the Study Area. The Applicant should request the latest three years available of accident data from the NYSDOT, Westchester County and local municipalities, were applicable. The Applicant should identify and high accident locations and provide possible mitigation, if needed.

3. *No-Build Traffic Volumes* – The 2012 no-build traffic volumes section of the traffic study is acceptable.

4. *Site Traffic Generation* – The Applicant has determined that the proposed Garage will result in a reduction in Airport traffic. This may be the case; however, to be conservative and address the possible increase in Airport traffic in the future if this Garage attracts more travelers an analysis has been completed to determine the potential impacts. It was determined that it would be appropriate not to consider the traffic generated by the proposed Garage facility as a latent demand to represent a worst case since it may be difficult to determine that Airport-related site traffic may not actually increase with the addition of 1,450 parking spaces. It is our opinion that the proposed Garage may increase demand and result in travelers now having the option of driving to the Airport for flights. This Garage will make it more attractive for travelers to use this Airport and, therefore, have the potential to increase traffic. To be very conservative, the proposed facility could generate 200 new vehicle trips, plus 18 shuttle bus trip ends and 195 vehicle trip ends plus 18 shuttle bus trip ends during weekday morning and afternoon peak hours, respectively. These estimates are based on data provided in the Applicant's Traffic Study.

5. *Site Traffic Distribution and Assignment* – Site traffic distribution and assignment was adjusted to reflect revised site traffic generation and the shuttle bus trip ends between the proposed Parking Garage and Airport drop-off area for weekday morning and afternoon peak hours.

6. *Build Traffic Volumes* – The 2013 build traffic volumes were revised to reflect revised site traffic generation, distribution and assignment.

7. *Traffic Impact Analysis* – Capacity analysis and storage/queue analysis were performed by Frederick P. Clark Associates, Inc. at the Study Area intersections for 2008 existing conditions, 2012 no-build and build conditions. The analysis was conducted to reflect the appropriate site traffic generation, build traffic volumes, field observations and the appropriate traffic signal timing plans. The results of the analysis indicated that the generated traffic by the proposed parking garage will not significantly impact the Study Area traffic operation. Attached Tables 1 and 2 illustrating capacity analysis, storage/queue analysis and project impacts for 2008 existing conditions, 2012 no-build and build conditions during weekday morning and afternoon peak hours. This represents a worst case condition to represent the Airport becoming more attractive to travelers with the construction of the proposed parking garage.

Findings

Based upon our review of the Traffic Report and an updated analysis conducted by Frederick P. Clark Associates, Inc., the traffic generated by the proposed parking garage will not significantly impact the overall Study Area traffic operation. However, the intersection of NYS Route 120 at Airport Road will continue to operate at overall Level of Service "C," the northbound left lane group will deteriorate from Level of Service "D" to "E" during weekday morning peak hour and the southbound through lane group will deteriorate from Level of Service "E" to "F" during weekday morning peak hour. Also, the northbound right-turn movement at the Two-Way Stop Control intersection of Airport Road at I-684 Northbound Ramps will continue to operate at level of service "F" during the weekday morning peak hour and the southbound left and through movements at the Two-Way Stop Control intersection of Airport Road at I-684 Southbound Ramps will continue to operate at Level of Service "F" during the weekday morning and afternoon

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

peak hours. Long-term, the I-684 ramp intersections will need to address current and future traffic and access considerations.

Sincerely,

Michael A. Galante
Executive Vice President

Q:\878.020 Aerotech Parking - North Castle\Word Files\TRAFFIC REVIEW 9-28-10.doc:aj

Table 1
2008 EXISTING CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) – PEAK HOURS
Park Place at Westchester Airport
North Castle, New York

INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	2008 EXISTING CONDITIONS			
			Weekday Morning		Weekday Afternoon	
			LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio
1-NYS Route 120 at Gateway Lane	Traffic Signal	WB LR	B/19.3	0.22	C/20.3	0.41
		NB TR	A/0.9	0.21	A/3.0	0.49
		SB LT	A/2.1	0.24	A/6.4	0.52
		Overall	A/2.6	--	A/5.7	--
2-NYS Route 120 at New King Street	Traffic Signal	WB L	C/34.0	0.77	D/37.5	0.88
		R	A/6.1	0.08	A/3.9	0.15
		NB T	A/8.0	0.23	B/14.0	0.43
		SB T	A/6.9	0.80	B/10.9	0.40
		Overall	B/18.2	--	C/22.1	--
3-NYS Route 120 at Airport Road	Traffic Signal	EB L	A/5.6	0.19	B/16.0	0.34
		LTR	C/21.8	0.89	C/22.9	0.70
		NB L	E/58.1	0.73	C/30.2	0.68
		TR	B/19.9	0.35	C/23.5	0.48
		SB L	D/39.6	0.32	B/14.1	0.13
		T	D/51.9	0.56	D/36.4	0.63
		R	A/1.6	0.29	A/7.3	0.69
		Overall	C/22.1	--	B/19.6	--
4-Airport Road at I-684 Northbound Ramps	TWSC	EB L	A/0.2	0.01	A/0.8	0.06
		NB R	F/58.3	0.95	C/17.8	0.66
5- Airport Road at I-684 Southbound Ramps	TWSC	WB L	A/8.1	0.28	A/9.0	0.45
		SB L	F/906.1	2.91	F/--	3.80
		T	F/906.1	2.91	F/--	3.80
6-NYS Route 120 at Lake Street	TWSC	WB L	A/0.5	0.06	A/1.1	0.13
		NB L	B/11.0	0.29	C/19.1	0.66
		R	B/11.0	0.29	C/19.1	0.66
7-Airport Road at Rye Lake Avenue/ Westchester County Airport Drive	Roundabout	EB LTR	--	0.11	--	0.06
		WB LTR	--	0.21	--	0.67
		NB LTR	--	0.26	--	0.50
		SB LTR	--	0.41	--	0.64
8-King Street at Rye Lake Avenue/Tudor Group Driveway	Traffic Signal	EB LTR	A/5.3	0.46	A/5.2	0.43
		WB LTR	B/14.5	0.05	B/12.5	0.04
		NB LTR	B/11.3	0.32	C/21.1	0.78
		SB LT	A/8.6	0.03	A/7.1	0.08
		R	A/3.3	0.05	A/2.3	0.08
		Overall	A/7.8	--	B/14.1	--

Cont'd Table 1

INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	2008 EXISTING CONDITIONS			
			Weekday Morning		Weekday Afternoon	
			LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio
9-Airport Road at New King Street	TWSC	EB L	B/10.8	0.19	B/13.5	0.05

Notes:

- Synchro 6.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For Unsignalized Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.
- ITE publication for Traffic Access and impact studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Physical Units consist of the following:
  1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
  2. Movement for TWSC Intersections.

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

Frederick P. Clark Associates, Inc.
Q:\878.020 Aerotech Parking - North Castle\Word Files\Table 1.doc

Table 2
2012 FUTURE CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
Park Place at Westchester Airport
North Castle, New York

				2012 NO-BUILD CONDITIONS						2012 BUILD CONDITIONS						PROJECT IMPACTS			
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			Weekday Morning		Weekday Afternoon	
INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Deteri-oration in LOS	Project Delay (Seconds)	Deteri-oration in LOS	Project Delay (Seconds)
1-NYS Route 120	Traffic	275	WB LR	B/19.2	0.23	35	C/20.3	0.44	53	B/19.2	0.23	36	C/20.5	0.44	54	No	0.0	No	0.2
at Gateway Lane	Signal	450	NB TR	A/0.9	0.23	18	A/3.6	0.54	36	A/1.2	0.25	22	A/3.9	0.55	39	No	0.3	No	0.3
		2,745	SB LT	A/2.2	0.26	37	B/14.7	0.74	168	A/2.8	0.29	39	B/18.7	0.80	196	No	0.6	No	4.0
		--	Overall	A/2.7	--	--	A/9.2	--	--	A/3.1	--	--	B/10.8	--	--	No	0.4	A – B	1.6
2-NYS Route 120	Traffic	1,560	WB L	D/35.2	0.80	227	C/29.7	0.85	322	D/40.6	0.89	359	C/31.9	0.90	437	No	5.4	No	2.2
at New King	Signal	200	R	A/5.8	0.09	18	A/2.5	0.14	20	A/5.2	0.09	20	A/2.2	0.14	21	No	0.0	No	0.0
Street		1,400	NB T	A/8.6	0.26	111	B/19.4	0.53	284	B/10.2	0.29	111	C/22.9	0.60	284	A – B	1.6	B – C	3.5
		450	SB T	A/7.4	0.22	73	B/19.0	0.49	221	A/8.6	0.25	76	C/22.0	0.56	205	No	1.2	B – C	3.0
		--	Overall	B/19.0	--	--	C/22.4	--	--	C/23.7	--	--	C/25.3	--	--	B – C	4.7	No	2.9
3-NYS Route 120	Traffic	435	EB L	A/6.8	0.21	80	C/20.3	0.38	186	A/6.4	0.19	80	C/20.3	0.36	190	No	0.0	No	0.0
at Airport Road	Signal	100	LTR	C/29.1	0.93	**665**	C/31.8	0.79	**451**	D/37.2	0.97	**1045**	D/35.6	0.83	**589**	C – D	8.1	C – D	3.8
		425	NB L	D/54.6	0.67	179	D/40.3	0.79	336	E/75.8	0.83	180	D/46.8	0.84	344	D – E	21.2	No	6.5
		4,165	TR	C/22.0	0.41	57	C/31.4	0.60	106	C/25.8	0.61	57	C/30.4	0.64	102	No	3.8	No	0.0
		200	SB L	D/43.1	0.33	108	B/14.4	0.12	48	D/49.7	0.44	132	B/15.6	0.16	61	No	6.6	No	1.2
		1,400	T	E/67.8	0.69	219	D/43.2	0.69	210	F/92.8	0.87	252	D/45.8	0.72	225	E – F	25.0	No	2.6
		600	R	A/1.5	0.31	35	B/14.3	0.77	372	A/2.0	0.37	53	B/17.6	0.83	494	No	0.5	No	3.3
		--	Overall	C/26.5	--	--	C/27.1	--	--	C/33.6	--	--	C/29.7	--	--	No	7.1	No	2.6
4-Airport Road at	TWSC	300	EB L	A/0.2	0.02	1	A/1.1	0.07	6	A/0.3	0.02	1	A/1.2	0.07	6	No	0.1	No	0.1
I-684 Northbound		1,250	NB R	F/112.7	1.13	461	C/22.2	0.75	174	F/169.5	1.28	598	D/29.1	0.83	231	No	56.8	C – D	6.9
Ramps																			
5- Airport Road at	TWSC	300	WB L	A/8.2	0.30	32	A/9.4	0.50	72	A/8.4	0.33	36	A/9.6	0.52	78	No	0.2	No	0.2
I-684 Southbound		1,350	SB L	F/--	3.79	--	F/--	5.64	--	F/--	4.65	--	F/--	7.49	--	No	--	No	--
Ramps		1,350	T	F/--	3.79	--	F/--	5.64	--	F/--	4.65	--	F/--	7.49	--	No	--	No	--
6-NYS Route 120	TWSC	925	WB L	A/0.6	0.07	5	A/1.3	0.15	13	A/0.7	0.08	6	A/1.4	0.15	14	No	0.1	No	0.1
at Lake Street		1,250	NB L	B/11.6	0.33	36	C/24.8	0.76	178	B/11.9	0.35	39	D/26.7	0.78	193	No	0.3	C – D	1.9
		1,250	R	B/11.6	0.33	36	C/24.8	0.76	178	B/11.9	0.35	39	D/26.7	0.78	193	No	0.3	C – D	1.9
7-Airport Road at	Roundabout	--	EB LTR	--	0.13	--	--	0.07	--	--	0.13	--	--	0.07	--	--	--	--	--
Rye Lake		--	WB LTR	--	0.23	--	--	0.77	--	--	0.23	--	--	0.77	--	--	--	--	--
Avenue/		--	NB LTR	--	0.30	--	--	0.56	--	--	0.30	--	--	0.53	--	--	--	--	--
Westchester		--	SB LTR	--	0.46	--	--	0.73	--	--	0.47	--	--	0.71	--	--	--	--	--
County Airport																			
Drive																			

Table 2 (Cont'd)

INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	2012 NO-BUILD CONDITIONS						2012 BUILD CONDITIONS						PROJECT IMPACTS			
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			Weekday Morning		Weekday Afternoon	
				LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Deteri-oration in LOS	Project Delay (Seconds)	Deteri-oration in LOS	Project Delay (Seconds)
8-King Street at Rye Lake Avenue/Tudor Group Driveway	Traffic Signal	1,060	EB LTR	A/5.6	0.50	39	A/5.4	0.46	39	A/5.6	0.50	39	A/5.4	0.46	39	No	0.0	No	0.0
		530	WB LTR	B/14.5	0.06	8	B/12.2	0.05	14	B/14.5	0.06	8	B/12.2	0.05	14	No	0.0	No	0.0
		950	NB LTR	B/11.8	0.35	87	C/28.1	0.87	404	B/11.8	0.35	87	C/28.1	0.87	404	No	0.0	No	0.0
		400	SB LT	A/8.6	0.04	18	A/7.1	0.09	27	A/8.6	0.04	18	A/7.1	0.09	27	No	0.0	No	0.0
		75	R	A/3.2	0.06	13	A/2.3	0.09	10	A/3.2	0.06	13	A/2.3	0.09	10	No	0.0	No	0.0
		--	Overall	A/8.1	--	--	B/17.9	--	--	A/8.1	--	--	B/17.9	--	--	No	0.0	No	0.0
9-Airport Road at New King Street	TWSC	630	EB L	B/11.1	0.21	20	B/14.3	0.06	5	B/12.7	0.36	42	C/17.7	0.30	30	No	1.6	B – C	3.4
10-New King Street at Site Access Drive	TWSC	100	EB L	N/A	N/A	N/A	N/A	N/A	N/A	C/17.7	0.31	33	D/28.8	0.48	60	N/A	N/A	N/A	N/A

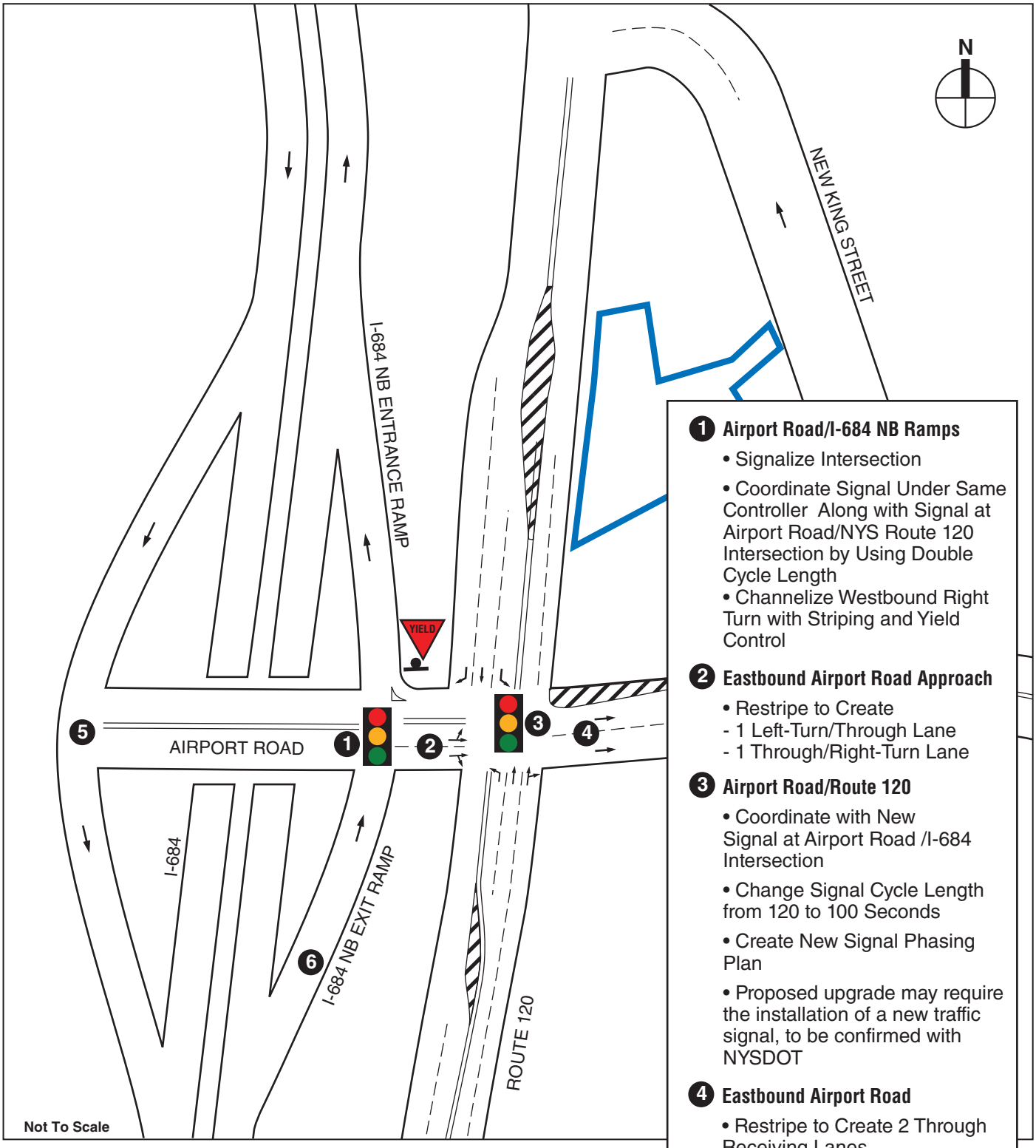
Notes:

- Synchro 6.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For Unsignalized Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.
- ITE publication for Traffic Access and impact studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Synchro 6 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor. The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- N/A = Not Available.
- Physical Units consist of the following:
    1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections; and
    2. Movement for TWSC Intersections.

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

Frederick P. Clark Associates, Inc.
Q:\878.020 Aerotech Parking - North Castle\Word Files\Table 2.doc

12.1.11



1 Airport Road/I-684 NB Ramps

- Signalize Intersection
- Coordinate Signal Under Same Controller Along with Signal at Airport Road/NYS Route 120 Intersection by Using Double Cycle Length
- Channelize Westbound Right Turn with Striping and Yield Control

2 Eastbound Airport Road Approach

- Restripe to Create
  - 1 Left-Turn/Through Lane
  - 1 Through/Right-Turn Lane

3 Airport Road/Route 120

- Coordinate with New Signal at Airport Road /I-684 Intersection
- Change Signal Cycle Length from 120 to 100 Seconds
- Create New Signal Phasing Plan
- Proposed upgrade may require the installation of a new traffic signal, to be confirmed with NYSDOT

4 Eastbound Airport Road

- Restripe to Create 2 Through Receiving Lanes

5 Airport Road/I-684 SB Ramps

- Install Force-Out Detector

6 I-684 NB Exit Ramp

- Install Force-Out Detector

Figure 1

Proposed Improvement Measures

Airport Road/I-684 Ramps/NYS Route 120 Corridor

Conceptual Approval Letter drafted by AKRF on behalf of NYSDOT (Richard Dillmann) for the conditional approval for the improvements for the intersections of Airport Road with NYS Route 120 and the I-684 interchange ramps as per the October 21, 2001 Meeting at NYSDOT Region 8 Offices

AKRF

Environmental and Planning Consultants

34 South Broadway
Suite 401
White Plains, NY 10601
tel: 914 949-7336
fax: 914 949-7559
www.akrf.com

November 11, 2011

Mr. Michael A. Galante
Executive Vice President
350 Theodore Fremd Avenue
Rye, New York 10580

Re: Park Place at Westchester Airport, North Castle, New York – Proposed Mitigation Plan

Dear Mr. Galante:

As a follow-up to our meeting on October 21, 2010, with yourself representing the Town of North Castle, and AKRF representing the Applicant and in response to our review of the materials submitted with your letter dated September 19, 2010, please consider this letter a conditional approval for the proposed improvements for the intersections of Airport Road with New York State Route 120 and the I-684 interchange. The improvements include the installation of a traffic signal, pavement marking and lane control changes to address traffic congestion and possible impacts for the proposed Park Place parking garage. A summary of the improvements follows:

- Airport Road at I-684 Northbound Entrance Ramp – install a traffic signal at this intersection and interconnect with the signal at Airport Road and NYS Route 120 by using a double cycle length. Channelize westbound right turn with striping and yield control.
- Airport Road at NYS Route 120 – coordinate with new signal at Airport Road/I-684, change cycle length from 120 to 100 seconds, and implement new phasing plan.
- Eastbound Airport Road receiving lanes– restripe departure to include two travel lanes
- I-684 SB Ramp to Airport Road – install "Force-Out" detector on Airport Road
- I-684 NB Exit Ramp to Airport Road – install "Force-Out" detector on I-684 ramp.

I understand the proposed improvement plan will be included by the Applicant in their Final Environmental Impact Statement. As discussed at our meeting, please include in the final deliverable an additional "Force-Out" detector on the I-684 northbound exit ramp to Airport Road. We also agreed that it would be advantageous to contact Westchester County Department of Transportation to discuss the proposed modifications to Airport Road.

Sincerely,

Rich Dillmann, P.E.
Regional Traffic Engineer

cc: Anthony Russo, AKRF
Donald R. Tone, Jr., PE, AKRF