Appendix E
Northeast Bald Eagle Project Screening Form

NORTHEAST BALD EAGLE PROJECT SCREENING FORM



Welcome!

What is the purpose of this form? The U.S. Fish and Wildlife Service (Service) designed this form as a voluntary tool to help people comply with the Bald and Golden Eagle Protection Act (BGEPA) by planning activities in a manner that avoids disturbing nesting bald eagles. To disturb a bald eagle nest means to agitate or bother a bald eagle to a degree that causes, or is likely to cause, that eagle to abandon its nest, suffer injury, or be unable to perform activities necessary to its survival. While all guidance included in this form is voluntary, individuals and organizations that disturb eagles may be subject to fine and prosecution under BGEPA.

How is this form different from the National Bald Eagle Management Guidelines? The National Bald Eagle Management Guidelines (Guidelines) is a document published by the Service in 2007 that provides background information on the biology of bald eagles, explains the Federal laws and regulations protecting them, and lays out guidance for several categories of human activities that can affect their nesting. This form takes the Guideline's recommendations, fits them to the regional conditions of the Northeast, and offers them to you in an interactive and intuitive format. Because the form fits its assessments and recommendations to the needs and behaviors of nesting bald eagles in the Northeast, you may find that it differs from the Guidelines on certain details. Nonetheless, the ultimate goal remains the same: to keep project proponents in compliance with BGEPA, while also protecting nesting bald eagles from disturbance.

How this form works. To complete this form, first, find the category of activities that includes your proposed activity. Then, go to the page listed for that category to assess whether your project may risk disturbing nesting bald eagles. If the form identifies that your activities may disturb nesting bald eagles, follow the recommended avoidance measures. These measures will identify factors that could influence nesting eagles' sensitivity to your activities: distance, visibility, timing, and exposure to other human activities. Sign the self-certification that you have committed to implementing the appropriate measures. If your proposed activities fall into multiple categories, repeat this process for each category. Additionally, if your project has the potential to affect multiple nests, complete a separate form for each nest site.

What to do with your completed form. Once you have signed your self-certification, keep the form for your personal records. You do not need to submit your completed form to the Service. Keep the form and additional pages that may be helpful to your future planning and compliance. If a local, state, or federal authority asks for documentation that you are complying with the Service's regional guidance, you can present them with your completed and signed form.

INTRODUCTION

What to know before you start. You will need a few pieces of information to help you complete this form.

Breeding Season

For temporary activities that might be loud or very visible, one of the simplest and most effective ways to avoid disturbing a bald eagle nest is to time the activity when eagles are not nesting, that is, outside the bald eagle breeding season. Wildlife agencies often refer to this type of measure as a time-of-year restriction. The bald eagle breeding season lasts approximately seven to eight months and has many stages. Start and end dates to this season can vary by location, year, and breeding pair. For simplicity, general dates are often set at a statewide level. Consult Appendix A to find the breeding season in your area.

Visibility

For some categories of activities, this form will ask whether your project activities will be visible to the nest. There are two general approaches to answering this question, a desktop assessment and a site visit. A desktop assessment involves consulting online mapping resources, such as Google Maps or state nest maps (see Appendix B), which can display your project location and the nest location on satellite or aerial imagery. When viewing this imagery, look to see whether there are landscape features or structures that might screen the nest's view of your activities. Your assessment is only as good as your imagery. Make sure the imagery is current and accurately reflects visibility conditions on the ground.

The second option is to visit your project location. Assess from various points in your project footprint whether you can see the nest. Use binoculars (4X power or greater) or spotting scope to assist your viewing. If you plan to visit the project site during the breeding season, be aware that your presence could also disturb the nest. Maintain 330' feet between you and the nest, or at least as much distance as the nearest ongoing foot traffic at the nest site. You should only perform your site visit from property legally accessible to you.

Using both the field and desktop approach will give you your best answer. If there is need to select between the two options, a site visit will generally provide a better sense of visibility. In either approach, consider that your activities may become more visible during portions of the year when leaves are off trees and other vegetation.

Nest Location

To figure out how close or how visible your activities will be, you will need precise knowledge of the nest's location. If you do not already have this information, check Appendix B to see if any online or state resources are available. If you are unable to get this information from any of these sources, survey the site. As when assessing visibility, you should only perform your visit on property legally accessible to you. You should also avoid coming within 330 feet of a nest during the breeding season, unless you know that the eagles have previously tolerated people at whatever shorter distance you are planning to use. For descriptions and examples of bald eagle nests, and explanation of how they differ from other large bird nests, see "Appendix C – Guide to Nest Identification."

If you feel unable to perform this search, consider employing the services of a wildlife biologist experienced in this type of surveying. Alternatively, consider contacting your state or local wildlife agency to see if they would be able to perform a site visit (please be aware that many state and local wildlife agencies are constrained in their resources and time and may not be able to offer this service). Be sensitive to sharing information about nest locations. Attracting public interest to a nest site can threaten the safety of that nest. Some states also continue to prohibit the release of nest locations.

It is possible that you will be unable to find a reported nest. While bald eagles commonly use nests across breeding seasons, nests do not always survive from one season to the next. Nests may fall apart of their own accord or be blown down by high winds. Bald eagles may also stop using a nest for one season or more, even if the nest as a structure still exists. In these scenarios, bald eagles may still reuse a former nest site in the following breeding seasons. The temporary absence of a nest or nesting eagles does not absolve you of your responsibilities to avoid disturbing future nesting at that site. The Service recommends implementing the measures included in this form for five years after the last breeding season eagles used a nest or, where the nest no longer exists, three years after the last breeding season in which the nest existed.

Similar Activities

One of the best indicators of what a nesting bald eagle pair will tolerate is what they have already tolerated. In certain places, this form will ask whether the nesting pair has experienced and tolerated similar activities at the nest location. To answer this question, you will need to know about previous human activity at that location. Was that activity similar in nature to what you propose? As close as or closer than what you propose to do? Did it occur at the same time of day? Time of year? Did it last as long? Was it as frequent? Was it as loud? Was it as visible? You will also need to know basic history about the nest. Did the nest exist before that previous activity? Was it ever used after that activity? If your answer to any of these questions is 'no,' you cannot answer 'yes' to the broader question of whether there is similar activity at that site. See "Appendix D – Similar Activity Example Exercise" for a demonstration of how to apply this principle.

Limitations

Know when and how you should be using this form. See "Appendix E – Limitations of this form."

Where to go for help. The Service understands that project proponents may occasionally need clarification on which assessments are relevant to them and how to implement certain avoidance and minimization measures. If you find you are unable to complete this form, you can contact your regional eagle coordinator (Tom Wittig) for assistance at

thomas_wittig@fws.gov - or - 413-253-8577

When emailing, please include in your subject line "BALD EAGLE SCREENING FORM QUESTION." If you are unable to connect with your regional eagle coordinator when calling, please leave a voice message that you are calling about this form and how best to reach you.

For explanation of technical terms used in this form, see "Appendix F – Glossary of Terms."

PROJECT INFORMATION

Project Name: Airport Campus

City: Town of North Castle **County:** Westchester **State:** NY

Lat/Long (decimal degrees; ex. *38.418310, -76.001096*)**:** 41.0905 -73.7248

Find Lat/Long via map

Size: 38.8 acres\miles

PROJECT CONTACT INFORMATION

Name: Geoff Ringler **Phone:** 914-764-1000

Address: 46 Westchester Avenue
Pound Ridge, NY 10576

Email: GRingler@PanAmEquities.com

If your project has a Federal (ex. U.S. Army Corps), state (ex. PNDI), or other ID number, please list here: _____

PROJECT ACTIVITY CATEGORY(S)

Place a check next to all activities you plan to perform.

- [x] Construction and Development Activities → go to pages 5 - 7
- [ ] Maintenance and Restoration Activities → go to pages 8 - 9
- [ ] Timber Operation and Forestry Practices → go to page 10
- [ ] Use of Helicopters and Fixed-wing Aircraft → go to page 11
- [x] Blasting and Other Loud, Intermittent Noises (including Fireworks) → go to page 12
- [ ] Recreational Activities → go to pages 13 – 14

Feedback? The Service is continuously looking to improve this form. If you have suggested changes, please feel free to email them to us at thomas_wittig@fws.gov. Include "Bald Eagle Project Screening Form – Feedback" in your subject line.

Construction and Development Activities

Which specific construction activities do you plan to perform? (check all that apply)

- [x] Building construction
- [x] Tree and land clearing
- [x] Construction of roads, trails, canals, power lines, pipelines and other linear utilities
- [ ] Agriculture or aquaculture – new or expanded operations
- [ ] Alteration of shorelines or wetlands
- [ ] Installation of docks, piers, or moorings (pile driving may qualify as loud noise, page 12)
- [x] Water impoundment or withdrawal
- [ ] Mining
- [ ] Oil and natural gas drilling and refining
- [ ] Wind farm construction
- [ ] Installation or expansion of marinas with a capacity of 6 or more boats
- [ ] Communications tower construction (excluding maintenance and repairs)

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated? Consider both construction and use/operation of your project.

Consider all of the following elements/factors in answering:

-duration
-frequency
-time of day
-time of season
-visibility
-distance
-area/footprint
-magnitude
-nature

- [ ] Yes → No avoidance measures recommended. Go to self-certification (page 7).
- [x] No → Go to next question.

Will your activities be visible to the bald eagle nest(s)?

- [ ] Yes → Stop. Implement Avoidance Measures (AM) 2, 4, and 5 (see page 7)
- [x] No → Go to the next question

Which of these categories most closely matches your proposed project or activity?
(check all that apply)

- ☐ Building construction, 1 or 2 story, with a project footprint of ½ acre or less
- ☒ Construction of roads, trails, canals, power lines, or other linear utilities
- ☐ Agriculture or aquaculture – new or expanded operations
- ☐ Alteration of shorelines or wetlands
- ☐ Installation of docks or moorings
- ☒ Water impoundment or withdrawal
- ☐ Construction of communication towers

→ Implement AM 3, 4 and 5 (page 7)

- ☒ Building construction or expansion, 3 or more stories
- ☒ Building construction or expansion, 1 or 2 story, with project footprint more than ½ acre
- ☐ Mining
- ☐ Oil and natural gas drilling and refining
- ☐ Installation or expansion of marinas with a capacity of 6 or more boats

→ Go to the next question

Is there a similar activity within 1 mile of the nest?

☒ Yes → Implement AM 3, 4 and 5 (see page 7)

☐ No → Implement AM 1 and 5 (see page 7)

AVOIDANCE MEASURES - Place a check mark next to each avoidance measure (AM) that this form instructed you to implement and that you can commit to following. The Service recommends you follow the applicable AMs to prevent your activities from disturbing nesting bald eagles.

☐ AM 1 – Maintain a distance buffer of at least 660 feet (200 meters) between all project activities and the nest.

☐ AM 2 – Maintain a distance buffer of at least 660 feet (200 meters) between all project activities and the nest. If there is an existing human-made feature (e.g., house, road, dock) similar to your project that is closer than 660 feet and tolerated by the nesting eagles, maintain a distance buffer equal to or greater than the distance separating that tolerated feature and the nest.

■ AM 3 – Maintain a distance buffer of at least 330 feet (100 meters) year-round between all project activities and the nest. If a similar activity (i.e., similar in kind and size) is closer than 330 feet and has been tolerated by eagles, the distance buffer will be the same or greater than that of the existing tolerated activity.

■ AM 4 – Do not perform disruptive project activities within 660 feet (200 meters) of the nest during the breeding season. This time-of-year restriction is in addition to your recommended distance buffer. Disruptive activities include, but are not limited to, external construction, excavation, use of heavy equipment, use of loud equipment or machinery, vegetation clearing, earth disturbance, planting, and landscaping.

■ AM 5 – Maintain existing landscape buffers that visually screen the activity from the nest.

Do you commit to following all recommended avoidance measures?

■ YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

_____ _____

(signature) (date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

☐ NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Maintenance and Restoration Activities

This category includes outdoor maintenance of existing structures or infrastructure, where the maintenance activity is temporary and obtrusive (e.g., requires use of heavy equipment or loud machinery), and within the previously disturbed footprint of the structure or infrastructure. If maintenance is proposed outside the previously disturbed footprint, see **Construction and Development Activities** (pages 5-7). This category also applies to the maintenance and restoration of natural habitats (e.g., wetlands, streams, rivers, non-forested uplands). This category does not include routine, ongoing activities to which bald eagles have already exhibited a tolerance (e.g., lawn mowing; plowing, planting or harvesting of agricultural fields; etc.).

Which maintenance or restoration activities do you plan to perform? (check all that apply)

- ☐ Maintenance of linear utilities (e.g., power lines, pipelines, water and sewer lines)
- ☐ Road, bridge, or culvert maintenance
- ☐ Trail, campground, or recreational area maintenance
- ☐ Maintenance of oil and gas wells, well pads, and storage tanks
- ☐ Maintenance of dams, levees, berms, canals and other water-control structures
- ☐ Pond, lake, or reservoir maintenance (draw downs, dredging)
- ☐ Stream or stream bank maintenance /restoration (e.g., stream bank fencing, stream bank stabilization, livestock crossings, in-stream habitat improvements, channel maintenance, dredging)
- ☐ Wetland maintenance / restoration (e.g., invasive plant control, restoration of hydrology)
- ☐ Prescribed burning for invasive control
- ☐ Upland habitat maintenance / restoration (e.g., planting or cutting of vegetation, invasive plant control, trash cleanup, abandoned mine lands restoration). This does not include activities in forests/woodlands (see **Timber Operation and Forestry Practices**) or in agricultural fields.

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated? Consider both construction and use/operation of your project.

Consider all of the following elements/factors in answering:

-duration	-time of season	-area/footprint
-frequency	-visibility	-magnitude
-time of day	-distance	-nature

- ☐ Yes → No avoidance measures recommended. Go to self-certification.
- ☐ No → Go to Avoidance Measures.

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow these AMs to prevent your activities from disturbing nesting bald eagles.

☐ AM 6 - Within 660 feet (200 meters) of the nest, perform all loud and intrusive maintenance and restoration work outside the breeding season. These activities include, but are not limited to, the following: construction, excavation, use of heavy equipment, use of loud equipment or machinery, vegetation clearing, earth disturbance, planting, landscaping, and habitat restoration activities.

☐ AM 7 - Maintain existing landscape buffers that visually screen the activity from the nest.

☐ AM 8 - Do not perform prescribed burning within 660 feet (200 meters) of the nest during the breeding season. If there is no practicable alternative to scheduling prescribed burning during the breeding season, only conduct burns when adult eagles and young are absent from the nest tree (i.e., at the beginning of, or end of, the breeding season, either before the particular nest is in use or after the young have fledged from that nest).

☐ AM 9 - When performing prescribed burning within the drip line of the nest tree, rake leaves, vines, and woody debris from around the base of the tree to prevent fire from climbing the tree. When burning within a patch of forest containing the nest tree, take precautions to prevent crown fire.

Do you commit to following all recommended avoidance measures?

☐ YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

_____ _____

(signature) (date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

☐ NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Timber Operation and Forestry Practices

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow these AMs to prevent your activities from disturbing nesting bald eagles.

☐ AM 10 – Do not perform clear-cutting or overstory tree removal within 330 feet (100 meters) of the nest at any time of the year.

☐ AM 11 - During the breeding season, do not perform timber harvesting, road construction, chain saw use, or yarding operations within 660 feet (200 meters) of the nest. Around alternate nests (including nests that were attended during the current breeding season but not used to raise young), you may reduce this distance to 330 feet (100 meters), provided the eggs laid in another nest within the nesting territory have hatched.

☐ AM 12 – Do not construct or operate log transfer facilities and in-water log storage areas within 330 feet (100 meters) of nests at any time of the year.

☐ AM 13 – Do not perform selective thinning, prescribed burning, or other similar silviculture practices for the enhancement or conservation of habitat within 660 feet (200 meters) of the nest during the breeding season. If there is no practicable alternative to scheduling prescribed burning during the breeding season, only conduct burns when adult eagles and young are absent from the nest tree (i.e., at the beginning of, or end of, the breeding season, either before the particular nest is active or after the young have fledged from that nest).

☐ AM 14 – When performing prescribed burning within the drip line of the nest tree, rake leaves, vines, and woody debris from around the base of the tree to prevent fire from climbing the tree. When burning within a patch of forest containing the nest tree, take precautions to prevent crown fire.

Do you commit to following all recommended avoidance measures?

☐ YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

_____ _____

(signature) (date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

☐ NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Use of a Helicopter and Fixed-wing Aircraft

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated?

Consider all of the following elements/factors in answering:

-duration	-time of season	-area/footprint
-frequency	-visibility	-magnitude
-time of day	-distance	-nature

☐ Yes → No avoidance measures recommended. Go to self-certification.

☐ No → Go to Avoidance Measures.

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow this AM to prevent your activities from disturbing nesting bald eagles.

☐ AM 15 - During the breeding season, do not fly within 1000 feet (305 meters) of bald eagle nests.

Do you commit to following all recommended avoidance measures?

☐ YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

_____ _____

(signature) (date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

☐ NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Blasting and Other Loud, Intermittent Noises (including Fireworks)

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated?

Consider all of the following elements/factors in answering:

-duration	-time of day	-distance
-frequency	-time of season	-volume

☐ Yes → No avoidance measures recommended. Go to self-certification.

☒ No → Go to Avoidance Measures.

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow this AM to prevent your activities from disturbing nesting bald eagles.

☒ AM 16 - During the breeding season, do not perform blasting and other activities that produce extremely loud noises within 1/2 mile (800 meters) of in-use nests. This measure also applies to the use of fireworks classified by the Federal Department of Transportation as Class B explosives, which includes the larger fireworks intended for licensed public display.

Do you commit to following all recommended avoidance measures?

☒ YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

_____ _____

(signature) (date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

☐ NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Recreational Activities

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated?

Consider all of the following elements/factors in answering:

-duration	-time of season	-area/footprint
-frequency	-visibility	-magnitude
-time of day	-distance	-nature

☐ Yes → No avoidance measures recommended. Go to self-certification.

☐ No → Go to next question

Will your recreation occur during the breeding season?

☐ Yes → Go to Avoidance Measures.

☐ No → No avoidance measures recommended. Go to self-certification.

AVOIDANCE MEASURES – For each applicable recreational subcategory, place a check mark next to the AMs you can commit to following. The Service recommends you follow the applicable AMs to prevent your activities from disturbing nesting bald eagles.

Non-motorized recreation and human entry (including hiking, camping, fishing, hunting, canoeing)

☐ AM 17 - Stay at least 330 feet (100 meters) from the nest if you walk, bike, canoe, camp, fish, or hunt near an eagle nest during the breeding season and your activity will be visible or can be heard from the nest.

Off-road vehicle use (including snowmobiles)

☐ AM 18 - Stay at least 330 feet (100 meters) from the nest. In open areas, where there is increased visibility and exposure to noise, stay at least 660 feet (200 meters) from the nest.

Motorized watercraft use (including jet skis/personal watercraft)

☐ AM 19 - Do not operate jet skis (personal watercraft) or airboats within 330 feet (100 meters) of the nest.

☐ AM 20 - Avoid concentrations of noisy vessels (e.g. commercial fishing boats and tour boats) within 330 feet (100 meters) of the nest, except where eagles have demonstrated tolerance for such activity.

☐ AM 21 - For all motorized boat traffic within 330 feet (100 meters) of the nest, minimize trips and avoid stopping in the area, particularly where eagles are unaccustomed to boat traffic.

Do you commit to following all recommended avoidance measures?

☐ YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

_____ _____

(signature) (date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

☐ NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

-- SEEK FURTHER GUIDANCE --

You have indicated that you are unable to implement all the recommended avoidance measures. Without all avoidance measures, your activities may risk disturbing nesting bald eagles.

Consult with your regional eagle coordinator to determine the appropriate next steps. The Service will work with you to help develop alternate measures to avoid disturbance of nesting bald eagles. If there are no feasible alternate measures, the Service may advise that you obtain an eagle incidental take permit to relieve you of legal liability in the event that your activities unintentionally disturb nesting bald eagles.

Contact your regional eagle coordinator (Tom Wittig) for assistance at thomas_wittig@fws.gov

When emailing, please include in your subject line "[Your project name] – SCREENING FORM FURTHER GUIDANCE." In the body of your message, include

-a brief description of your project, including its location and when you plan to start;

-the activity category(s);

-the ID number(s) (e.g., AM 5) of the Avoidance Measure(s) you are unable to implement; and

-the nest location(s), if available.

To see the Service's eagle incidental take permit application form, go to

https://www.fws.gov/forms/3-200-71.pdf

For answers to Frequently Asked Questions on this form, go to

https://www.fws.gov/migratorybirds/pdf/policies-and-regulations/3-200-71FAQ.pdf

The Service advises you talk with your regional eagle coordinator before deciding to apply.

APPENDIX A

Bald Eagle Breeding Season by State

State	Breeding Season
VA	December 15 – July 15
DC	December 15 – July 15
WV	January 1 – June 30
MD	December 15 – June 30
DE	December 15 – June 30
PA	January 1 – July 31
NY	January 1 – September 30
NJ	January 1 – July 31
RI	January 1 – July 31
CT	January 1 – July 31
MA	January 1 – August 15
VT	February 1 – August 15
NH	February 1 – August 15
ME (coastal)	February 1 – August 15
ME (northern)	March 1 – August 30

APPENDIX B

State Mapping Resources

Connecticut

Contact state
Brian Hess, CT DEEP
Brian.Hess@ct.gov

Delaware

Contact state
Katie Kadlubar, Delaware Division of Fish & Wildlife
Kathryn.Kadlubar@delaware.gov

DC

Contact National Park Service
Mikaila Milton, NPS
mikaila_milton@nps.gov

Maine

https://www.arcgis.com/apps/webappviewer/index.html?id=796b7baa18de43b49f911fe82dc4a0f1

Maryland

https://marylandbirds.org/report-bald-eagle-nest/

Massachusetts

Contact state
Andrew Vitz, MassWildlife
Andrew.vitz@state.ma.us

New Hampshire

Contact state
https://www2.des.state.nh.us/nhb_datacheck/signin.aspx

New Jersey

Contact state
https://www.nj.gov/dep/parksandforests/natural/heritage/datareq.html

New York

Contact state
https://www.dec.ny.gov/animals/31181.html

Pennsylvania

https://fws.maps.arcgis.com/apps/webappviewer/index.html?id=87ac96536654495b9f4041d81f75d7a0

Rhode Island

Contact state
DEM.DFW@dem.ri.gov

Vermont

Contact state
https://vtfishandwildlife.com/conserve/development-review

Virginia

https://www.ccbbirds.org/maps/#eagles

West Virginia

Contact state
Rich Bailey, WVDNR
Richard.S.Bailey@wv.gov

Please note that maps are not exhaustive records of all nests within that state.

APPENDIX C

Guide to Nest Identification

Is it a bald eagle nest? Because bald eagle populations have grown so rapidly in recent years, not every bald eagle nest is registered to an online map or known to wildlife management agencies. As a result, project screening form users may occasionally have to make their own assessment of whether the nest near their project or activity is a bald eagle nest. Users should be cautious in making these determinations. Bald eagle nests can easily be confused with nests of other large birds such as osprey.

This guide will help landowners and project proponents assess whether a nest belongs to bald eagles or another species. It describes for readers the most commonly encountered large nests in the Northeast, with several reference figures for bald eagle nests, and provides tips for telling nest types apart. Any user who reads this guide and still feels uncertain about what type of nest they have encountered should contact their regional eagle coordinator for further guidance.

Common types of large nests.

Bald Eagle

The most notable aspect to a bald eagle nest is generally its size. Bald eagles build some of the largest nests in the world, with most nests around 5 feet in diameter and 3 feet in height (Fig. 1). Nests can grow well beyond these dimensions (Fig. 2), as bald eagles tend to repair and expand their nests each year and can use individual nests for decades. Bald eagle nests are mainly composed of large interwoven sticks. Nests will also have a soft interior bowl made up of materials such as hay, cornhusks, and grass clippings. However, this portion of the nest is rarely visible to human observers. The shape of bald eagle nests varies; they can take the general form of flat discs, inverted cones, cylinders (Fig. 2), or spheres (Fig. 3).

Bald eagles typically place their nests in prominent trees that sit above the surrounding forest canopy. These nest trees will often be on hillsides, lake and ocean shorelines, riverbanks, and forest edges. Nests are generally in the top third of a tree, below the crown, secured in a prominent fork off the main trunk (Fig 4.). Bald eagle nests can be in living deciduous (Fig. 3-4) and coniferous trees (Fig. 1), or dead trees (snags; Fig. 5). Within the Northeastern U.S., bald eagles use a wide range of tree types, including white pines, loblolly pines, tulip poplars, sycamores, oaks, and cottonwoods. Despite their common perception as an emblem of wilderness, bald eagles are also increasingly nesting on human-made structures such as electric transmission towers (Fig. 6) and communication towers.

Osprey

Osprey build large stick nests that can look quite similar to bald eagle nests. In general, osprey nests are smaller, flatter, more disorganized, and more often composed of unnatural materials, such as bailing twine and plastic bags. Osprey also show a stronger preference than bald eagles for human made structures, regularly nesting on light polls, channel markers, and cell towers. When osprey do select a natural support for their nest, it tends to be the topmost part of dead trees, in contrast to bald eagles, which seek out slightly lower portions of trees.

The best clue to which species occupies a nest, osprey or bald eagles, is who shows up. Bald eagles arrive back at their nests earlier in the year than osprey, but by late spring, both species are usually attending their nests. At this time of year, watching a nest over a period of hours will generally reveal which species is using it. However, through fall and early winter, both species are usually away from their nests. During these seasons, the only immediate sources of information on nest will be the physical details described above and online mapping resources.

In addition to the state maps for bald eagles listed in Appendix C, Osprey Watch (http://www.osprey-watch.org/) provides a mapping database of osprey nest locations. As with the bald eagle mapping resources, this map is thorough, but does not represent all existing nests.

Red-Tailed Hawk/Red-Shouldered Hawk

Generally around 1.5 feet wide and 2 feet tall, nests of red-tailed hawks and red-shouldered hawks are less than one-half the size of bald eagle nests. The individual sticks in these hawk nests also tend to be smaller, with diameters of about 1-2 inches. Overall appearance of these nests can be slightly more frayed and chaotic than that of bald eagle nests. Like bald eagles, both hawk species show a tendency towards nesting in upper portions of prominent trees. Red-tailed hawks also share bald eagle's occasional preference for human made structures such as cell towers and transmission towers.

Common Raven

Common ravens construct stick nests that vary substantially in size, from 1.5 to 5 feet across and from little over 0.5 to 2 feet high. The sticks making up the main structure of these nests can be around 3 feet in length and 1 inch in diameter. Ravens place their nests in a variety of natural and developed settings. Raven nests are easily confused with bald eagle nests when located on cell towers, transmission towers, or in trees. When situated in trees, these nests are usually in the upper portion of the tree in a crotch of the main tree stem. The best means of telling raven and bald eagle nests apart are likely size and shape; raven nests are noted for occasionally being asymmetric, and even at their larger sizes, they still tend to be smaller than bald eagle nests.

Great Horned Owl

In addition to nesting in tree cavities, great horned owls also frequently use the former nests of other animals, including squirrels, ravens, crows, and herons. The size and nature of a great horned owl nest therefore depends on the nest's original creator. Red-tailed hawk may be the most common source of nests for great horned owls in the Northeast. However, great horned owls will also occasionally take over bald eagle nests.

Heron

Herons nest in colonies known as "rookeries" where many nests are present; individual heron nests are rare. Multiple nests can be present in one tree and some nests may be located relatively high up or far out on branches. Nest sites are usually near water. Heron nests are mainly composed of sticks, and are flat and broad, often resembling a thin platform. Nests used for several years may grow taller and wider. Heron nests can give off a general impression of messiness or flimsiness.

Squirrel

Squirrel nests can reach basketball size or larger. They are distinguished from bird nests mainly by their materials, which include leaves and other soft vegetation material (e.g., grasses), and very few sticks. They are usually round shaped, and often look messy.

Legal definitions and protections for eagle and migratory bird nests.

Eagle Nests

BGEPA protects eagle nests in same manner it protects eagles; they cannot be destroyed, possessed, or relocated without a permit from the Service, which the Service only provides under a limited set of circumstances. Regulation defines an eagle nest as "any assemblage of materials built, maintained, or used by bald eagles or golden eagles for the purpose of reproduction" (50 CFR 22.3). A nest is an eagle nest if it was built by or ever used by eagles, even if other species of birds played a role in the nest's history. For example, if osprey build a nest and eagles take that nest over, legally, the nest is an eagle nest. Alternatively, if great horned owls begin to use a nest originally built by eagles, that nest remains an eagle nest for as long as it exists. An eagle nest also retains protection regardless of where it was built, whether it was ever finished or successful, or when it was last used. Additionally, BGEPA's protections apply regardless of the nest's size and condition.

Migratory Bird Nests

The Migratory Bird Treaty Act (MBTA) protects migratory bird nests in the many of the same ways that BGEPA protects eagle nests. Unless a permit is in place, migratory bird nests cannot be possessed or relocated at any time or intentionally destroyed while active. One notable difference between MBTA and BGEPA is MBTA's standard on inactive nests. If a migratory bird nest is inactive, meaning it does not contain viable eggs or chicks, it can be destroyed without a permit. (Note: the

terms ‘active’ and ‘inactive’ here are different from the ‘in-use’ and ‘alternate’ standards used for eagle nests [see Appendix E for definitions].) For more information, please read the Service’s 2018 Nest Destruction Memo. Bird species protected under MBTA are listed under regulation at 50 CFR 10.13. Additional protections not described here apply to any migratory bird species listed under the Endangered Species Act. Tribal, state, and local laws may also place greater restrictions on the destruction of migratory bird nests.



Figure 1.



Figure 2.



Figure 3.



Figure 4.



Figure 5.



Figure 6.

APPENDIX D

Similar Activity Example Exercise

What is the purpose of this appendix? This appendix provides project screening form users with an example of how to assess the similarity between two activities. By reading through this example, landowners and project proponents can develop a better sense of what factors they should consider when answering the question of whether their activity is similar to an ongoing or previous activity tolerated by eagles.

In the example scenario, a proposed residential construction project is compared to previous farming activity. The example starts with an overview of the historic farming activity, nest, and proposed project; then goes through a full assessment, set up in table format; and finally closes with a summary of the determination and explanation of how that determination would influence completion of the form.

What is the scenario?

Previous/Existing Activities

The project site is a large agricultural field that was farmed nearly every year for the past two decades. Human activity at the site was limited to occasional operation of heavy farm equipment. The broader area out to one mile includes other agricultural fields and medium density residential and commercial development.

Nest Location & History

Five years ago, a pair of bald eagles constructed a nest in a cottonwood located in the hedgerow bordering the agricultural field. The pair were unsuccessful in their first year, but fledged young from the nest each of the following four years up to present. Workers observed that the pair did not respond to operation of farming equipment, but became vigilant whenever an equipment operator stepped outside their vehicle.

Project Narrative

The proposed project will convert portions of the existing agricultural field to a residential development with 30 single-family homes, which places it under the screening form's Construction and Development category. Construction will require extending water, sewage, and electrical utilities and adding a small network of residential streets. Preparing each lot will involve grading, home and driveway construction, and landscaping. Ten acres of property near the nest will be signed over as a conservation easement.

Factor	Previous/Existing Activity: Farming	Proposed Activity: Construction	Similar?
NATURE	Heavy equipment preparing field, planting, and harvesting crop. Two-three workers, generally confined to closed cab tractors.	Twenty workers either in heavy equipment or on foot. Ground disturbance. Placement/extension of utilities. Landscaping. Construction of 20 homes.	No
HISTORY	Farming activity predated nesting and continued while eagles successfully fledged young from the nest. This success demonstrates the eagles tolerated the farming.	N/A	Yes
DISTANCE	Distance between farming activity and the nest tree was essentially 0 feet; the hedgerow in which the nest is located bounds the agricultural field.	Nearest lot boundary will be 400 feet from nest. Area between home and nest will be converted conservation easement and left in passive, natural state.	Yes
TIMING	Farming activity began in March and continued through October each year.	Proposed schedule is April through October.	Yes
DURATION	The field was generally worked for one to two days at time, from sunrise to sundown.	On days of construction activity, work will occur during standard business hours.	Yes
FREQUENCY	Intermittent. Farming occurred in stages (e.g., fertilizing, plowing, harvesting) and events were often separated by weeks or months.	Continuous. Work will occur most weekdays and occasionally on weekends.	No
NOISE	Farming equipment (e.g., tractor) generated loud noises within the range of 80 – 100 decibels.	Construction will not require blasting or pile driving. Construction equipment (e.g., backhoes) will generate loud noise within the range of 80 – 95 decibels.	Yes
VISBILITY	High. Because the field was flat and there was no vegetation other than the hedgerow, practically all farming activity was visible to the nest.	High. There will be no topography or vegetation screening view of construction. Visibility will only begin to lower once exterior walls are put up.	Yes

Final Assessment & Conclusion

The proposed construction activity is different from the historic farming activity in general nature and frequency. Construction will require more workers and more equipment, operating at greater intensity and higher frequency. Because of these differences, the construction cannot be considered similar to the historic farming activity, and it cannot be assumed that the breeding pair will tolerate the activity. Avoidance measures will be necessary to reduce the likelihood of disturbing the nest.

Having made these conclusions, the form user would mark 'No' to the question on page 5 of whether the activity was similar to an ongoing or previous activity. Then, at the next question the user would mark 'Yes' because the project would be visible to nest over the open intervening space. At that point, the form would direct them to implement AMs 2, 4, and 5. The project design, as proposed, would not meet AM 2, the 660-foot buffer. The user's options then would be to revise the project to eliminate the portions within 660 feet of the nest and sign the self-certification, or check no on the commitment to follow all recommended AMs and seek further guidance.

APPENDIX E

Limitations of This Form

This project screening form is not a permit or authorization to disturb bald eagles. It does not free you from legal liability under BGEPA. Rather, this form provides instruction on how to minimize the legal risk of disturbing nesting bald eagles.

The effectiveness of this form depends on the accuracy and completeness of your answers and your compliance with the avoidance measures. Using this form inappropriately may put you at risk of disturbing nesting bald eagles and violating BGEPA.

This form's recommendations are specific to the Northeast and may not be effective outside this region. If your project is in another area of the U.S., do not use this form. Instead, consult with your regional eagle biologist or migratory bird permit office for guidance matched to your locality.

This form only relates to managing activities near bald eagle nests. It does not provide direction on how to avoid disturbing bald eagle communal roosts and concentration areas, which, compared to nest sites, have different biological significance to eagles and present different sets of concerns. If you believe your activities have any potential to affect a communal roost or concentration area, consult the Guidelines document for guidance.

Conditions such as the location and existence of nests and surrounding habitat are subject to change between years. For this reason, the Service recommends revisiting your determinations every breeding season after completing this form until your project is complete. The more time that passes between when you complete this form and when you end your activities, the more likely it is that conditions will change enough that your original determinations no longer apply.

This form only addresses nesting bald eagles. To identify other USFWS-managed resources and suggested conservation measures for your project, go to https://ecos.fws.gov/ipac/.

Wind energy developers seeking to address potential take of eagles should use this form in conjunction with the Service's Eagle Conservation Plan Guidance. Use of this form alone will not assure wind projects' compliance with BGEPA's protections on disturbance or other take.

Certain states and localities have their own laws, regulations, and guidelines for protecting bald eagles and their nests. Completing this form does not guarantee that you are also in compliance with these other standards and/or regulations. If you are unfamiliar with your state and local standards, consult with the appropriate agencies and authorities.

You are responsible for ensuring that your activities comply with all applicable Federal, tribal, State, and local laws and regulations. This form will only help you in your compliance with BGEPA and its protections on the nesting activity of bald eagles.

APPENDIX F

Glossary of Terms

Alternate nest – one of potentially several nests within a nesting territory that is not an in-use nest at the current time. When there is no in-use nest, all nests in the territory are alternate nests. Also sometimes referred to as an inactive nest (e.g., in the Service's 2009 Eagle Rule).

Communal roost – an area where eagles gather repeatedly in the course of a season and shelter overnight and sometimes during the day in the event of inclement weather.

Disturb – to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.

In addition to immediate impacts, this definition also covers impacts that result from human-caused alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that injures an eagle or substantially interferes with normal breeding, feeding, or sheltering habits and causes, or is likely to cause, a loss of productivity or nest abandonment.

Eagle nest – any assemblage of materials built, maintained, or used by bald eagles or golden eagles for the purpose of reproduction.

Fledge – to leave the nest and begin flying. For bald eagles, this normally occurs at 10-12 weeks of age.

In-use nest – a bald or golden eagle nest characterized by the presence of one or more eggs, dependent young, or adult eagles on the nest in the past 10 days during the breeding season. Also sometimes referred to as an active nest.

Landscape buffer – a natural or human-made landscape feature that screens eagles from human activity (e.g., strip of trees, hill, cliff, berm, sound wall).

Nest abandonment – nest abandonment occurs when adult eagles desert or stop attending a nest and do not subsequently return and successfully raise young in that nest for the duration of a breeding season. Nest abandonment can be caused by altering habitat near a nest, even if the

alteration occurs prior to the breeding season. Whether the eagles migrate during the non-breeding season, or remain in the area throughout the non-breeding season, nest abandonment can occur at any point between the time the eagles return to the nesting site for the breeding season and the time when all progeny from the breeding season have dispersed.

Nesting territory – the area that contains one or more eagle nests within the home range of a mated pair of eagles, regardless of whether such nests were built by the current resident pair.

Northeast – Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, and the District of Columbia.

Project footprint – the area of land (and water) temporarily or permanently altered by a project.

Tolerate – the acceptance of specific human activities by eagles at the nest site. Demonstrated in the eagles' continued ability to successfully feed, breed, and shelter, and the general absence of stress or agitation in their behavior.

Appendix F
Traffic Memorandum

Colliers
Engineering
& Design

FEIS TRAFFIC ATTACHMENT

400 Columbus Avenue
Suite 180E
Valhalla New York 10949
Main: 877 627 3772
colliersengineering.com

Colliers Engineering & Design

AIRPORT CAMPUS (113 KING STREET)

DEIS Development Plan

The DEIS development Plan called for the re-use of the northernmost existing office as a 125 room hotel, construct a new 149 unit multi-family building, construct 22 townhouse units, and re-occupy the southernmost office building (100,000 s.f.) which was analyzed in our Traffic Impact Study dated March 5, 2021.

FEIS Development Plan

The current development plan is for an Age-Restricted Townhouse Alternative consisting of 125, 2-bedroom townhouses and the repurposing of the Site's southern office building for 50, 2-bedroom multi-family dwelling units. The Site's existing parking garage and northern office building will be removed. A copy of the Preliminary Layout Plan is attached.

As contained in the DEIS (and analyzed in the TIS), the No-Build Conditions for the re-occupancy of the two existing office buildings would generate a total of 303 trips (261 entering trips and 42 exiting trips) during the Weekday Peak AM Hour, a total of 152 trips (76 entering trips and 76 exiting trips) during the Weekday Peak Midday Hour, and a total of 300 trips (47 entering trips and 253 exiting trips) during the Weekday Peak PM Hour.

As contained in the DEIS (and analyzed in the TIS), the Build Conditions with the previously proposed Project would generate a total of 253 trips (153 entering trips and 100 exiting trips) during the Weekday Peak AM Hour, a total of 136 trips (68 entering trips and 68 exiting trips) during the Weekday Peak Midday Hour, and a total of 285 trips (117 entering trips and 168 exiting trips) during the Weekday Peak PM Hour.

The proposed FEIS development plan would generate *significantly less traffic;* a total of 82 trips (20 entering trips and 62 exiting trips) during the Weekday Peak AM Hour, a total of 46 trips (23 entering trips and 23 exiting trips) during the Weekday Peak Midday Hour, and a total of 99 trips (62 entering trips and 37 existing trips) during the Weekday Peak PM Hour. It should be noted that no credit (reduction in trips) has been taken to account for the age-restriction development proposed. Table No. 1 summarizes the Hourly Trip generation Rates and anticipated Site Generated Traffic Volumes for the reduced FEIS development plan.

Following the same methodology used in the DEIS Traffic Impact Study, the Year 2024 Build Traffic Volumes were developed for the reduced FEIS development plan. A copy of the Year 2019 Existing, Year 2024 No-Build, Arrival/Departure Distributions, Site Generated and Year 2024 Build traffic Volumes are contained in FEIS Traffic Attachment A. The Synchro analysis have also been updated for the reduces development plan as well as to address the DEIS comments. A copy of the resulting Levels of Service, delays and volume-to-capacity (v/c ratios) are summarized in Table No. 2.

TABLE NO. 1

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

AIRPORT CAMPUS (113 KING STREET) FEIS DEVELOPMENT PLAN	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
APARTMENTS (1) (50 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	6	0.35	18	0.46	24
WEEKDAY PEAK MIDDAY HOUR *	0.13	7	0.13	7	0.26	14
WEEKDAY PEAK PM HOUR	0.35	18	0.21	11	0.56	29
TOWNHOUSES (1) (125 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	14	0.35	44	0.46	58
WEEKDAY PEAK MIDDAY HOUR *	0.13	16	0.13	16	0.26	32
WEEKDAY PEAK PM HOUR	0.35	44	0.21	26	0.56	70
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**20**	**------**	**62**	**------**	**82**
WEEKDAY PEAK MIDDAY HOUR *	**------**	**23**	**------**	**23**	**------**	**46**
WEEKDAY PEAK PM HOUR	**------**	**62**	**------**	**37**	**------**	**99**

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 220 - MULIFAMILY HOUSING

* 50% OF AVERAGE OF WEEKDAY PEAK AM HOUR AND WEEKDAY PEAK PM HOUR WITH A 50/50 ENTRY/EXIT SPLIT

TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)																											
	SIGNALIZED																											
	NYS ROUTE 22	NB L	D	48.1	0.60	C	27.4	0.40	F	146.1	1.21	D	51.1	0.64	C	30.9	0.46	F	270.4	1.51	D	50.5	0.64	C	30.0	0.44	F	229.4	1.41
		NB T	B	13.3	0.28	A	7.6	0.17	A	9.2	0.29	B	12.8	0.29	A	8.1	0.20	B	10.7	0.37	B	13.0	0.29	A	8.1	0.20	B	10.4	0.34
		NB APPROACH	**C**	**22.4**	**----**	**B**	**13.9**	**----**	**E**	**79.4**	**----**	**C**	**23.0**	**----**	**B**	**15.2**	**----**	**F**	**139.1**	**----**	**C**	**22.9**	**----**	**B**	**14.9**	**----**	**F**	**119.5**	**----**
	NYS ROUTE 22	SB T	D	39.0	0.70	C	25.3	0.39	D	41.4	0.71	D	45.9	0.84	C	27.5	0.46	D	44.3	0.76	D	43.2	0.79	C	27.0	0.45	D	44.2	0.76
		SB R	A	0.2	0.14	A	0.2	0.15	A	0.8	0.40	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43
		SB APPROACH	**C**	**29.7**	**----**	**B**	**14.4**	**----**	**C**	**21.6**	**----**	**D**	**36.0**	**----**	**B**	**16.3**	**----**	**C**	**23.4**	**----**	**C**	**33.3**	**----**	**B**	**15.7**	**----**	**C**	**23.3**	**----**
	NYS ROUTE 120	SEB L	E	60.0	0.92	C	27.6	0.46	D	48.1	0.69	F	91.7	1.05	C	31.0	0.51	D	50.7	0.73	F	87.4	1.04	C	30.1	0.51	D	50.7	0.73
		SEB R	A	1.1	0.47	A	0.2	0.12	A	0.2	0.15	A	1.7	0.57	A	0.2	0.14	A	0.2	0.17	A	1.4	0.54	A	0.2	0.14	A	0.2	0.17
		SEB APPROACH	**C**	**26.1**	**----**	**B**	**13.6**	**----**	**C**	**25.8**	**----**	**D**	**37.1**	**----**	**B**	**15.0**	**----**	**C**	**27.5**	**----**	**D**	**36.6**	**----**	**B**	**14.9**	**----**	**C**	**27.7**	**----**
		OVERALL	**C**	**26.3**	**----**	**B**	**14.0**	**----**	**D**	**46.8**	**----**	**C**	**33.5**	**----**	**B**	**15.6**	**----**	**E**	**76.8**	**----**	**C**	**32.3**	**----**	**B**	**15.2**	**----**	**E**	**66.2**	**----**
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 22	NB L	--	----	----	--	----	----	--	----	----	D	51.5	0.65	--	----	----	F	188.0	1.32	D	51.4	0.64	--	----	----	F	153.7	1.23
		NB T	--	----	----	--	----	----	--	----	----	B	15.0	0.31	--	----	----	B	10.3	0.36	B	15.0	0.31	--	----	----	A	10.0	0.34
		NB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**24.7**	**----**	--	----	----	**F**	**98.2**	**----**	**C**	**24.6**	**----**	--	----	----	**F**	**81.6**	**----**
	NYS ROUTE 22	SB T	--	----	----	--	----	----	--	----	----	E	58.9	0.94	--	----	----	D	54.0	0.85	D	50.8	0.87	--	----	----	D	53.8	0.85
		SB R	--	----	----	--	----	----	--	----	----	A	0.2	0.16	--	----	----	A	0.9	0.43	A	0.2	0.16	--	----	----	A	0.9	0.43
		SB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**46.2**	**----**	--	----	----	**C**	**28.4**	**----**	**D**	**39.2**	**----**	--	----	----	**C**	**28.3**	**----**
	NYS ROUTE 120	SEB L	--	----	----	--	----	----	--	----	----	E	64.3	0.95	--	----	----	D	54.9	0.76	E	63.7	0.95	--	----	----	D	54.9	0.76
		SEB R	--	----	----	--	----	----	--	----	----	A	1.7	0.57	--	----	----	A	0.2	0.17	A	1.4	0.54	--	----	----	A	0.2	0.17
		SEB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**26.4**	**----**	--	----	----	**C**	**29.8**	**----**	**C**	**26.9**	**----**	--	----	----	**C**	**29.9**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**C**	**32.7**	**----**	--	----	----	**E**	**60.4**	**----**	**C**	**30.5**	**----**	--	----	----	**D**	**51.9**	**----**
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)																											
	SIGNALIZED																											
	NYS ROUTE 22	NB T	C	26.4	0.59	B	17.6	0.32	C	28.0	0.65	D	35.8	0.70	B	19.2	0.37	C	30.9	0.68	C	32.3	0.66	B	19.1	0.37	C	30.3	0.68
		NB R	A	9.1	0.21	A	2.5	0.05	A	1.9	0.03	B	16.7	0.31	A	2.4	0.07	A	1.8	0.04	B	14.3	0.27	A	2.3	0.06	A	1.8	0.04
		NB APPROACH	**C**	**22.1**	**----**	**B**	**15.2**	**----**	**C**	**26.7**	**----**	**C**	**30.5**	**----**	**B**	**16.4**	**----**	**C**	**29.3**	**----**	**C**	**27.5**	**----**	**B**	**16.4**	**----**	**C**	**28.8**	**----**
	NYS ROUTE 22	SB L	C	24.9	0.70	B	17.1	0.23	C	30.8	0.40	C	24.2	0.72	B	19.1	0.35	C	34.7	0.48	C	24.3	0.71	B	18.8	0.32	C	34.0	0.47
		SB T	A	5.1	0.29	A	4.5	0.11	B	10.6	0.37	A	4.3	0.28	A	5.2	0.14	B	12.0	0.40	A	4.6	0.29	A	5.3	0.14	B	11.7	0.40
		SB APPROACH	**B**	**15.6**	**----**	**A**	**9.7**	**----**	**B**	**15.8**	**----**	**B**	**16.2**	**----**	**B**	**11.8**	**----**	**B**	**18.3**	**----**	**B**	**15.8**	**----**	**B**	**11.3**	**----**	**B**	**17.8**	**----**
	NYS ROUTE 120	WB L-R	C	30.3	0.16	B	19.0	0.11	C	31.7	0.68	D	37.4	0.23	B	19.9	0.13	C	34.5	0.72	D	36.0	0.22	B	19.7	0.13	C	34.1	0.71
		WB APPROACH	**C**	**30.3**	**----**	**B**	**19.0**	**----**	**C**	**31.7**	**----**	**D**	**37.4**	**----**	**B**	**19.9**	**----**	**C**	**34.5**	**----**	**D**	**36.0**	**----**	**B**	**19.7**	**----**	**C**	**34.1**	**----**
		OVERALL	**B**	**17.9**	**----**	**B**	**12.3**	**----**	**C**	**22.2**	**----**	**C**	**20.7**	**----**	**B**	**13.8**	**----**	**C**	**24.8**	**----**	**B**	**19.7**	**----**	**B**	**13.6**	**----**	**C**	**24.2**	**----**
3	KING STREET & OLD POST ROAD																											
	UNSIGNALIZED																											
	OLD POST ROAD	WB T-R	A	9.4	0.040	A	9.3	0.018	C	15.6	0.167	A	9.7	0.044	A	9.7	0.021	C	22.0	0.250	A	9.7	0.044	A	9.5	0.021	C	18.9	0.215
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY																											
	SIGNALIZED																											
	SWISS RE DRIVEWAY	EB L-T	C	28.2	0.07	C	25.4	0.05	D	38.2	0.52	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74	C	29.8	0.12	C	26.3	0.09	D	43.1	0.74
		EB R	A	1.2	0.06	A	0.3	0.04	A	6.1	0.19	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26	A	4.8	0.11	A	4.5	0.09	A	3.8	0.26
		EB APPROACH	**B**	**14.7**	**----**	**B**	**12.9**	**----**	**C**	**24.8**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**26.8**	**----**
	IBM DRIVEWAY	WB L-T	C	27.5	0.02	C	25.3	0.03	C	29.3	0.16	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11	C	28.5	0.02	C	26.2	0.03	C	24.9	0.11
		WB R	A	0.0	0.01	A	0.2	0.02	A	5.2	0.06	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04
		WB APPROACH	**B**	**15.7**	**----**	**B**	**15.3**	**----**	**B**	**18.4**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**15.5**	**----**
	NYS ROUTE 120	NB L	A	2.3	0.15	A	1.8	0.01	A	4.9	0.03	A	5.3	0.42	A	1.9	0.02	A	8.1	0.08	A	3.5	0.34	A	1.9	0.02	A	8.1	0.08
		NB T	A	4.2	0.19	A	2.9	0.15	C	22.6	0.81	A	4.3	0.22	A	3.1	0.19	F	108.8	1.17	A	4.3	0.22	A	3.1	0.17	E	66.8	1.06
		NB R	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00
		NB APPROACH	**A**	**3.5**	**----**	**A**	**2.8**	**----**	**C**	**22.2**	**----**	**A**	**4.4**	**----**	**A**	**3.0**	**----**	**F**	**105.6**	**----**	**A**	**3.8**	**----**	**A**	**3.0**	**----**	**F**	**64.7**	**----**
	NYS ROUTE 120	SB L	A	2.0	0.03	A	2.0	0.00	A	5.0	0.00	A	2.4	0.03	A	2.2	0.00	A	8.0	0.01	A	2.4	0.03	A	2.2	0.00	A	9.0	0.01
		SB T	A	8.6	0.54	A	2.9	0.13	B	10.8	0.22	B	15.8	0.75	A	4.1	0.18	B	16.7	0.34	B	12.3	0.64	A	4.0	0.16	B	16.8	0.34
		SB R	A	0.1	0.09	A	0.0	0.01	A	0.0	0.01	A	0.3	0.19	A	0.0	0.03	A	0.0	0.01	A	0.3	0.19	A	0.0	0.03	A	0.0	0.01
		SB APPROACH	**A**	**7.0**	**----**	**A**	**2.6**	**----**	**B**	**10.5**	**----**	**B**	**11.6**	**----**	**A**	**3.6**	**----**	**B**	**16.0**	**----**	**A**	**8.6**	**----**	**A**	**3.3**	**----**	**B**	**16.2**	**----**
		OVERALL	**A**	**6.1**	**----**	**A**	**3.3**	**----**	**C**	**20.4**	**----**	**A**	**9.7**	**----**	**A**	**4.1**	**----**	**E**	**73.8**	**----**	**A**	**7.4**	**----**	**A**	**4.1**	**----**	**D**	**42.7**	**----**
	W/ SIGNAL TIMING CHANGES																											
	SWISS RE DRIVEWAY	EB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	D	48.2	0.75	--	----	----	--	----	----	D	48.2	0.75
		EB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.3	0.27	--	----	----	--	----	----	A	4.3	0.27
		EB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**C**	**29.9**	**----**	--	----	----	--	----	----	**C**	**29.9**	**----**
	IBM DRIVEWAY	WB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	C	27.9	0.11	--	----	----	--	----	----	C	27.9	0.11
		WB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.7	0.05	--	----	----	--	----	----	A	4.7	0.05
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**17.3**	**----**	--	----	----	--	----	----	**B**	**17.3**	**----**
	NYS ROUTE 120	NB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	8.1	0.08	--	----	----	--	----	----	A	8.1	0.07
		NB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	F	95.1	1.14	--	----	----	--	----	----	D	53.3	1.01
		NB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	0.0	0.00	--	----	----	--	----	----	A	0.0	0.00
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**F**	**92.3**	**----**	--	----	----	--	----	----	**D**	**51.7**	**----**
	NYS ROUTE 120	SB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	9.0	0.01	--	----	----	--	----	----	A	9.0	0.01
		SB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	B	16.2	0.32	--	----	----	--	----	----	B	16.1	0.32
		SB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	0.0	0.01	--	----	----	--	----	----	A	0.0	0.01
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**15.6**	**----**	--	----	----	--	----	----	**B**	**15.5**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**65.9**	**----**	--	----	----	--	----	----	**D**	**40.1**	**----**

05/20/2020
REVISED: 09/14/2022

TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
5	NYS ROUTE 120 & AMERICAN LANE (N)																											
	UNSIGNALIZED																											
	NYS ROUTE 120	SB L-T	A	8.5	0.141	A	7.7	0.025	A	10.0	0.012	A	9.0	0.163	A	7.9	0.029	B	11.1	0.015	A	8.9	0.163	A	7.8	0.028	B	10.4	0.013
	AMERICA LANE (N)	WB L	C	23.6	0.052	B	11.2	0.018	C	20.7	0.029	D	34.7	0.088	B	12.5	0.024	D	29.6	0.045	D	29.8	0.075	B	11.9	0.022	D	25.5	0.037
	AMERICA LANE (N)	WB R	B	10.5	0.016	A	9.5	0.061	C	20.6	0.390	B	11.4	0.020	A	9.9	0.071	D	31.5	0.540	B	11.4	0.020	A	9.7	0.068	C	24.3	0.457
6	NYS ROUTE 120 & COONEY HILL ROAD																											
	UNSIGNALIZED																											
	NYS ROUTE 120	NB L-T	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	8.7	0.001	A	7.7	0.001	A	8.4	0.005
	COONEY HILL ROAD	EB L-R	C	18.8	0.008	B	11.4	0.004	D	30.4	0.008	D	27.0	0.013	B	13.0	0.005	F	50.7	0.015	D	26.0	0.074	B	12.0	0.016	D	32.0	0.067
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S)																											
	SIGNALIZED																											
	NYS ROUTE 120	NWB L	A	4.5	0.00	A	0.0	0.00	A	0.0	0.00	A	6.9	0.34	A	4.5	0.05	A	4.6	0.05	A	4.5	0.03	A	4.4	0.01	A	4.7	0.08
		NWB T	A	6.4	0.32	A	5.2	0.16	B	13.0	0.73	A	7.2	0.41	A	5.3	0.18	B	15.6	0.79	A	7.2	0.41	A	5.3	0.18	B	15.8	0.80
		NWB R	A	1.1	0.15	A	1.7	0.02	A	1.6	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02
		NWB APPROACH	**A**	**4.8**	**----**	**A**	**4.9**	**----**	**B**	**12.8**	**----**	**A**	**5.8**	**----**	**A**	**4.9**	**----**	**B**	**15.0**	**----**	**A**	**5.6**	**----**	**A**	**5.0**	**----**	**B**	**15.0**	**----**
	NYS ROUTE 120	SEB L-T-R	B	10.1	0.48	A	5.3	0.17	A	6.1	0.30	C	23.7	0.80	A	9.8	0.27	B	11.1	0.45	B	10.9	0.53	A	7.3	0.21	B	12.7	0.46
		SEB APPROACH	**B**	**10.1**	**----**	**A**	**5.3**	**----**	**A**	**6.1**	**----**	**C**	**23.7**	**----**	**A**	**9.8**	**----**	**B**	**11.1**	**----**	**B**	**10.9**	**----**	**A**	**7.3**	**----**	**B**	**12.7**	**----**
	113 KING STREET DRIVEWAY	NEB L-T	C	29.0	0.00	A	0.0	0.00	A	0.0	0.00	C	30.7	0.10	C	32.5	0.21	E	61.1	0.77	C	30.1	0.06	C	29.8	0.04	C	29.9	0.04
		NEB R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.3	0.06	A	0.4	0.08	A	8.6	0.38	A	0.6	0.11	A	0.1	0.02	A	0.3	0.07
		NEB APPROACH	**B**	**14.5**	**----**	**A**	**0.0**	**----**	**A**	**0.0**	**----**	**B**	**15.5**	**----**	**B**	**19.8**	**----**	**C**	**34.9**	**----**	**A**	**7.8**	**----**	**B**	**15.7**	**----**	**A**	**7.1**	**----**
	AMERICAN LANE (S)	SWB L-T	C	31.2	0.12	C	30.4	0.08	D	42.6	0.57	C	31.4	0.13	C	30.6	0.09	E	62.3	0.77	C	31.4	0.13	C	30.5	0.09	D	44.5	0.61
		SWB APPROACH	**C**	**31.2**	**----**	**C**	**30.4**	**----**	**D**	**42.6**	**----**	**C**	**31.4**	**----**	**B**	**30.6**	**----**	**E**	**62.3**	**----**	**C**	**31.4**	**----**	**C**	**30.5**	**----**	**D**	**44.5**	**----**
		OVERALL	**A**	**8.1**	**----**	**A**	**6.1**	**----**	**B**	**13.9**	**----**	**B**	**15.0**	**----**	**A**	**9.6**	**----**	**C**	**20.5**	**----**	**A**	**8.6**	**----**	**A**	**7.3**	**----**	**B**	**16.6**	**----**
8	NYS ROUTE 120 & GATEWAY LANE																											
	SIGNALIZED																											
	NYS ROUTE 120	NB T-R	A	2.5	0.32	A	2.1	0.14	A	5.3	0.54	A	3.2	0.49	A	2.2	0.17	A	7.6	0.65	A	2.9	0.40	A	2.1	0.16	A	8.6	0.67
		NB APPROACH	**A**	**2.5**	**----**	**A**	**2.1**	**----**	**A**	**5.3**	**----**	**A**	**3.2**	**----**	**A**	**2.2**	**----**	**A**	**7.6**	**----**	**A**	**0.2**	**----**	**A**	**2.1**	**----**	**A**	**8.6**	**----**
	NYS ROUTE 120	SB L-T	A	9.5	0.61	A	3.7	0.19	C	25.3	0.80	B	19.3	0.81	A	4.1	0.24	F	246.4	1.48	B	15.2	0.75	A	4.0	0.22	F	200.0	1.37
		SB APPROACH	**A**	**9.5**	**----**	**A**	**3.7**	**----**	**C**	**25.3**	**----**	**B**	**19.3**	**----**	**A**	**4.1**	**----**	**F**	**246.4**	**----**	**B**	**`5.2**	**----**	**A**	**4.0**	**----**	**F**	**200.0**	**----**
	GATEWAY LANE	WB L-R	B	18.4	0.67	C	24.1	0.49	C	25.0	0.80	B	17.9	0.71	C	23.0	0.53	C	28.1	0.81	B	18.2	0.69	C	23.4	0.51	C	28.5	0.81
		WB APPROACH	**B**	**18.4**	**----**	**C**	**24.1**	**----**	**C**	**25.0**	**----**	**B**	**17.9**	**----**	**C**	**23.0**	**----**	**C**	**28.1**	**----**	**B**	**18.2**	**----**	**C**	**23.4**	**----**	**C**	**28.5**	**----**
		OVERALL	**A**	**9.1**	**----**	**A**	**7.5**	**----**	**B**	**17.0**	**----**	**B**	**12.9**	**----**	**A**	**7.2**	**----**	**F**	**106.8**	**----**	**B**	**11.6**	**----**	**A**	**7.4**	**----**	**F**	**81.0**	**----**
	W/ SIGNAL TIMING CHANGES & OPTIMIZED OFF-SETS																		W/ OPTIMIZATION									W/ OPTIMIZATION	
	NYS ROUTE 120	NB T-R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	3.0	0.55	--	----	----	--	----	----	A	3.1	0.56
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**A**	**3.0**	**----**	--	----	----	--	----	----	**A**	**3.1**	**----**
	NYS ROUTE 120	SB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	E	67.1	1.06	--	----	----	--	----	----	D	37.1	0.95
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**67.1**	**----**	--	----	----	--	----	----	**D**	**37.1**	**----**
	GATEWAY LANE	WB L-R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	E	58.6	0.99	--	----	----	--	----	----	D	54.4	0.98
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**58.6**	**----**	--	----	----	--	----	----	**D**	**54.4**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**D**	**41.1**	**----**	--	----	----	--	----	----	**C**	**27.6**	**----**
9	NYS ROUTE 120 & NEW KING STREET																											
	SIGNALIZED																											
	NYS ROUTE 120	NB T	A	6.5	0.32	A	7.1	0.13	B	16.2	0.53	A	8.6	0.49	A	7.5	0.17	B	18.4	0.61	A	7.5	0.40	A	7.4	0.16	B	18.9	0.63
		NB APPROACH	**A**	**6.5**	**----**	**A**	**7.1**	**----**	**B**	**16.2**	**----**	**A**	**8.6**	**----**	**A**	**7.5**	**----**	**B**	**18.4**	**----**	**A**	**7.5**	**----**	**A**	**7.4**	**----**	**B**	**18.9**	**----**
	NYS ROUTE 120	SB T	A	3.2	0.36	A	6.5	0.20	A	9.1	0.40	A	3.5	0.41	A	6.5	0.24	A	9.1	0.62	A	3.7	0.43	A	6.6	0.23	A	8.6	0.52
		SB APPROACH	**A**	**3.2**	**----**	**A**	**6.5**	**----**	**A**	**9.1**	**----**	**A**	**3.5**	**----**	**A**	**6.5**	**----**	**A**	**9.1**	**----**	**A**	**3.7**	**----**	**A**	**6.6**	**----**	**A**	**8.6**	**----**
	NEW KING STREET	WB L	D	38.8	0.58	D	37.7	0.67	D	38.7	0.84	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86
		WB R	B	11.5	0.09	A	7.9	0.12	A	4.6	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16
		WB APPROACH	**D**	**35.2**	**----**	**C**	**33.0**	**----**	**C**	**33.2**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**
		OVERALL	**B**	**10.3**	**----**	**B**	**18.7**	**----**	**C**	**21.4**	**----**	**B**	**10.7**	**----**	**B**	**17.6**	**----**	**C**	**21.1**	**----**	**B**	**10.4**	**----**	**B**	**18.1**	**----**	**C**	**21.8**	**----**
	W/ SIGNAL TIMING CHANGES & OPTIMIZED OFF-SETS																		W/ OPTIMIZATION									W/ OPTIMIZATION	
	NYS ROUTE 120	NB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	B	18.4	0.61							B	18.8	0.63
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**18.4**	**----**							**B**	**18.8**	**----**
	NYS ROUTE 120	SB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	B	12.0	0.62	--	----	----	--	----	----	B	11.3	0.52
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**12.0**	**----**	--	----	----	--	----	----	**B**	**11.3**	**----**
	NEW KING STREET	WB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	D	40.1	0.86	--	----	----	--	----	----	D	40.1	0.86
		WB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.5	0.16	--	----	----	--	----	----	A	4.5	0.16
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**C**	**34.3**	**----**	--	----	----	--	----	----	**C**	**34.3**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**C**	**22.0**	**----**	--	----	----	--	----	----	**C**	**22.5**	**----**

05/20/2020
REVISED: 09/14/2022

TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
10	NYS ROUTE 120 & AIRPORT ROAD																											
	SIGNALIZED																											
	NYS ROUTE 120	NB L	B	16.5	0.19	B	12.5	0.15	C	20.9	0.55	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67	B	16.6	0.20	B	13.3	0.16	C	26.7	0.64
		NB T T-R	B	15.0	0.13	B	11.3	0.07	C	20.3	0.11	B	17.3	0.19	B	12.4	0.08	C	23.6	0.13	B	16.2	0.17	B	12.1	0.08	C	23.1	0.14
		NB APPROACH	**B**	**15.6**	**----**	**B**	**11.9**	**----**	**C**	**20.7**	**----**	**B**	**17.1**	**----**	**B**	**12.9**	**----**	**C**	**26.9**	**----**	**B**	**16.3**	**----**	**B**	**12.6**	**----**	**C**	**25.4**	**----**
	NYS ROUTE 120	SB L	B	16.1	0.11	B	12.8	0.07	B	17.5	0.09	B	16.2	0.12	B	13.8	0.08	C	20.6	0.10	B	16.2	0.12	B	13.6	0.07	C	20.1	0.10
		SB T	C	29.2	0.29	C	23.7	0.17	D	38.7	0.58	C	29.8	0.33	C	25.5	0.21	D	50.2	0.75	C	30.0	0.34	C	25.1	0.19	D	46.2	0.69
		SB R	A	1.0	0.31	A	1.0	0.27	A	5.8	0.50	A	1.0	0.34	A	1.0	0.30	A	8.6	0.64	A	1.1	0.35	A	1.0	0.29	A	7.4	0.59
		SB APPROACH	**A**	**8.8**	**----**	**A**	**6.3**	**----**	**B**	**15.7**	**----**	**A**	**9.0**	**----**	**A**	**6.9**	**----**	**C**	**20.6**	**----**	**A**	**9.1**	**----**	**A**	**6.7**	**----**	**B**	**18.8**	**----**
	AIRPORT ROAD	EB L	B	19.5	0.35	B	17.0	0.16	C	23.3	0.51	C	23.0	0.53	B	17.2	0.20	C	22.9	0.54	C	21.1	0.44	B	17.1	0.19	C	23.7	0.56
		EB L-T-R	E	66.0	1.02	C	26.0	0.69	C	26.2	0.68	F	89.0	1.10	C	26.0	0.70	C	24.7	0.66	F	84.3	1.08	C	26.1	0.70	C	25.4	0.67
		EB APPROACH	**D**	**54.6**	**----**	**C**	**24.4**	**----**	**C**	**25.0**	**----**	**E**	**68.1**	**----**	**C**	**24.1**	**----**	**C**	**23.9**	**----**	**E**	**66.6**	**----**	**C**	**24.3**	**----**	**C**	**24.6**	**----**
		OVERALL	**C**	**34.6**	**----**	**B**	**14.9**	**----**	**C**	**20.2**	**----**	**D**	**42.8**	**----**	**B**	**15.1**	**----**	**C**	**23.0**	**----**	**D**	**41.0**	**----**	**B**	**15.1**	**----**	**C**	**22.3**	**----**
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 120	NB L	--	----	----	--	----	----	--	----	----	B	18.8	0.21	--	----	----	--	----	----	B	18.8	0.21	--	----	----	--	----	----
		NB T T-R	--	----	----	--	----	----	--	----	----	B	19.0	0.20	--	----	----	--	----	----	B	17.7	0.18	--	----	----	--	----	----
		NB APPROACH	--	----	----	--	----	----	--	----	----	**B**	**19.0**	**----**	--	----	----	--	----	----	**B**	**18.1**	**----**	--	----	----	--	----	----
	NYS ROUTE 120	SB L	--	----	----	--	----	----	--	----	----	B	18.3	0.13	--	----	----	--	----	----	B	18.3	0.13	--	----	----	--	----	----
		SB T	--	----	----	--	----	----	--	----	----	C	32.8	0.34	--	----	----	--	----	----	C	33.0	0.36	--	----	----	--	----	----
		SB R	--	----	----	--	----	----	--	----	----	A	1.0	0.34	--	----	----	--	----	----	A	1.0	0.35	--	----	----	--	----	----
		SB APPROACH	--	----	----	--	----	----	--	----	----	**A**	**9.9**	**----**	--	----	----	--	----	----	**A**	**10.0**	**----**	--	----	----	--	----	----
	AIRPORT ROAD	EB L	--	----	----	--	----	----	--	----	----	C	21.6	0.50	--	----	----	--	----	----	B	20.0	0.41	--	----	----	--	----	----
		EB L-T-R	--	----	----	--	----	----	--	----	----	E	67.7	1.03	--	----	----	--	----	----	E	64.1	1.02	--	----	----	--	----	----
		EB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**53.1**	**----**	--	----	----	--	----	----	**D**	**51.8**	**----**	--	----	----	--	----	----
		OVERALL	--	----	----	--	----	----	--	----	----	**D**	**35.0**	**----**	--	----	----	--	----	----	**C**	**33.5**	**----**	--	----	----	--	----	----
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 NB ON-RAMP	EB L-T	A	8.4	0.001	A	8.2	0.006	A	9.6	0.004	A	8.6	0.001	A	8.3	0.006	B	10.4	0.005	A	8.6	0.001	A	8.3	0.006	B	10.1	0.005
	I-684 NB OFF-RAMP	NB R	E	49.9	0.894	B	11.6	0.358	C	17.7	0.647	F	175.3	1.295	B	12.3	0.411	C	21.4	0.732	F	109.3	1.119	B	12.1	0.398	C	22.2	0.748
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 SB ON-RAMP	WB L	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000
	I-684 SB OFF-RAMP	SB L	F	439.9	1.897	C	15.0	0.335	C	22.0	0.562	F	608.2	2.269	C	17.1	0.392	F	64.6	0.893	F	650.8	2.362	C	16.5	0.378	E	37.4	0.741

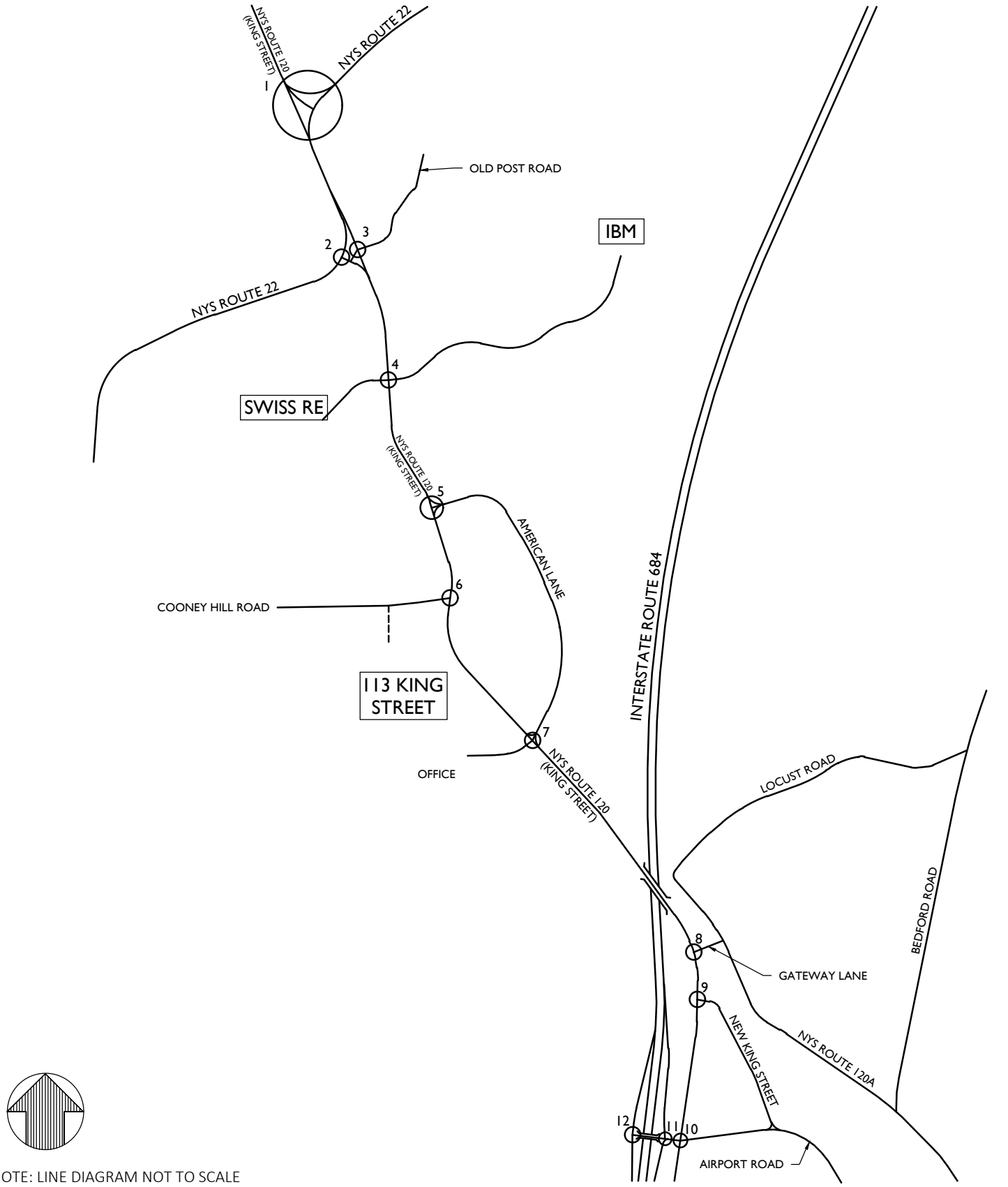
05/20/2020
REVISED: 09/14/2022

TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM)																											
	SIGNALIZED																											
	NYS ROUTE 22	NEB L	E	56.2	0.71	D	45.5	0.63	D	53.9	0.78	E	59.8	0.75	D	47.6	0.68	E	58.9	0.83	E	59.8	0.75	D	47.4	0.67	E	58.8	0.83
		NEB T	C	26.1	0.39	A	7.7	0.14	B	10.6	0.29	C	28.8	0.45	B	13.0	0.19	B	18.5	0.42	C	28.8	0.45	B	13.0	0.18	B	18.3	0.39
		NEB R	A	5.5	0.21	A	0.0	0.01	A	0.0	0.01	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05
		NEB APPROACH	**C**	**29.4**	**----**	**C**	**20.6**	**----**	**C**	**23.3**	**----**	**C**	**31.4**	**----**	**C**	**23.9**	**----**	**C**	**29.3**	**----**	**C**	**31.5**	**----**	**C**	**23.7**	**----**	**C**	**29.3**	**----**
	NYS ROUTE 22	SWB L	D	51.5	0.83	D	42.0	0.13	D	52.0	0.07	D	52.6	0.84	D	46.5	0.38	E	58.8	0.44	D	52.6	0.84	D	46.1	0.38	E	58.4	0.44
		SWB T	C	20.3	0.45	B	16.2	0.21	C	28.0	0.52	C	22.9	0.54	B	18.3	0.25	C	32.3	0.59	C	22.3	0.51	B	18.0	0.24	C	31.8	0.58
		SWB R	A	3.9	0.21	A	4.9	0.12	A	5.9	0.17	A	4.7	0.22	A	5.3	0.13	A	6.2	0.19	A	4.0	0.22	A	5.2	0.13	A	6.2	0.19
		SWB APPROACH	**C**	**27.3**	**----**	**B**	**14.9**	**----**	**C**	**25.1**	**----**	**C**	**29.1**	**----**	**B**	**19.3**	**----**	**C**	**30.6**	**----**	**C**	**28.9**	**----**	**B**	**19.0**	**----**	**C**	**30.1**	**----**
	NYS ROUTE 128	SB L-T	D	43.7	0.53	D	35.6	0.44	D	38.1	0.48	D	45.4	0.56	D	36.1	0.46	D	38.6	0.49	D	45.4	0.56	D	35.8	0.46	D	38.2	0.49
		SB R	A	8.3	0.44	A	7.8	0.37	A	6.8	0.37	A	8.2	0.49	A	7.4	0.39	A	6.4	0.38	A	8.2	0.47	A	7.4	0.38	A	6.4	0.38
		SB APPROACH	**C**	**24.0**	**----**	**B**	**19.9**		**C**	**21.2**	**----**	**C**	**23.6**	**----**	**B**	**19.6**	**----**	**C**	**21.3**	**----**	**C**	**24.1**	**----**	**B**	**19.8**	**----**	**C**	**21.0**	**----**
	NORTH CASTLE DRIVE (IBM)	NB L	C	34.3	0.07	C	28.0	0.03	D	39.7	0.48	D	38.4	0.23	C	30.0	0.12	D	42.8	0.55	D	38.4	0.23	C	29.7	0.12	D	42.3	0.55
		NB T	C	32.7	0.01	C	28.0	0.04	C	30.2	0.06	C	32.9	0.03	C	28.4	0.05	C	30.5	0.07	C	32.9	0.03	C	28.2	0.05	C	30.2	0.07
		NB R	A	0.1	0.03	A	0.3	0.06	A	6.7	0.49	A	5.4	0.17	A	7.3	0.18	A	6.5	0.53	A	5.4	0.17	A	7.3	0.18	A	6.4	0.53
		NB APPROACH	**C**	**21.3**	**----**	**B**	**13.6**	**----**	**B**	**17.3**	**----**	**B**	**18.9**	**----**	**B**	**16.1**	**----**	**B**	**18.0**	**----**	**B**	**18.9**	**----**	**B**	**16.0**	**----**	**B**	**17.8**	**----**
		OVERALL	**C**	**27.5**	**----**	**B**	**18.2**	**----**	**C**	**22.5**	**----**	**C**	**28.7**	**----**	**C**	**20.8**	**----**	**C**	**26.6**	**----**	**C**	**28.7**	**----**	**C**	**20.6**	**----**	**C**	**26.3**	**----**
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA																											
	SIGNALIZED																											
	SIR JOHN'S PLAZA	EB LL	E	62.5	0.03	C	30.3	0.02	E	65.7	0.09	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		EB R	A	0.5	0.03	A	0.3	0.02	A	1.3	0.06	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		EB APPROACH	**C**	**21.2**	**----**	**B**	**10.3**	**----**	**C**	**26.1**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	NYS ROUTE 22	SWB L L-R	E	74.5	0.81	C	31.1	0.39	E	66.5	0.63	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		SWB APPROACH	**E**	**74.5**	**----**	**C**	**31.1**	**----**	**E**	**66.5**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	NYS ROUTE 22	NB L-T	A	5.8	0.37	A	7.3	0.35	C	30.0	0.93	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		NB R	A	0.3	0.16	A	0.5	0.12	A	0.5	0.19	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		NB APPROACH	**A**	**4.2**	**----**	**A**	**5.4**	**----**	**C**	**24.7**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	N. BROADWAY	SB L-T-R	B	16.4	0.83	A	7.0	0.32	A	8.8	0.41	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		SB APPROACH	**B**	**16.4**	**----**	**A**	**7.0**	**----**	**A**	**8.8**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		OVERALL	**C**	**20.1**	**----**	**A**	**9.7**	**----**	**C**	**24.9**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	W/ DEP IMPROVEMENTS																											
	SIR JOHN'S PLAZA	EB LL	--	----	----	--	----	----	--	----	----	E	62.5	0.03	C	30.7	0.02	E	67.1	0.10	E	62.5	0.03	C	30.7	0.02	E	66.7	0.10
		EB R	--	----	----	--	----	----	--	----	----	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11
		EB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**21.2**	**----**	**B**	**10.4**	**----**	**C**	**25.8**	**----**	**C**	**21.2**	**----**	**B**	**10.4**	**----**	**C**	**25.6**	**----**
	NYS ROUTE 22	SWB L L-R	--	----	----	--	----	----	--	----	----	E	64.5	0.75	C	31.4	0.43	E	66.7	0.67	E	64.5	0.75	C	31.3	0.42	E	67.0	0.66
		SWB APPROACH	--	----	----	--	----	----	--	----	----	**E**	**64.5**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**	**E**	**64.5**	**----**	**C**	**31.3**	**----**	**E**	**67.0**	**----**
	NYS ROUTE 22	NB L-T	--	----	----	--	----	----	--	----	----	A	7.4	0.41	A	7.8	0.37	D	42.8	0.99	A	7.4	0.41	A	7.8	0.37	D	41.2	0.98
		NB R	--	----	----	--	----	----	--	----	----	A	0.4	0.19	A	0.5	0.14	A	0.5	0.21	A	0.4	0.18	A	0.5	0.14	A	0.5	0.22
		NB APPROACH	--	----	----	--	----	----	--	----	----	**A**	**5.1**	**----**	**A**	**5.6**	**----**	**C**	**34.8**	**----**	**A**	**5.2**	**----**	**A**	**5.6**	**----**	**C**	**33.4**	**----**
	N. BROADWAY	SB L-T T-R	--	----	----	--	----	----	--	----	----	B	12.5	0.72	A	6.7	0.27	A	8.6	0.35	B	12.5	0.72	A	6.6	0.27	A	8.4	0.34
		SB APPROACH	--	----	----	--	----	----	--	----	----	**B**	**12.5**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**	**B**	**12.5**	**----**	**A**	**6.6**	**----**	**A**	**8.4**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**B**	**17.1**	**----**	**B**	**10.0**	**----**	**C**	**32.0**	**----**	**B**	**17.2**	**----**	**A**	**9.9**	**----**	**C**	**30.9**	**----**
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET																											
	SIGNALIZED																											
	NYS ROUTE 22	EB L	F	79.3	0.70	E	58.6	0.60	F	92.7	0.85	F	80.9	0.72	E	60.5	0.61	F	93.4	0.86	F	80.9	0.72	E	60.4	0.61	F	93.4	0.86
		EB L-T-R	F	105.6	0.94	E	69.7	0.79	F	95.2	0.86	F	110.2	0.96	E	72.4	0.80	E	96.3	0.88	F	110.2	0.96	E	72.2	0.80	F	96.3	0.88
		EB APPROACH	**F**	**94.2**	**----**	**E**	**65.0**	**----**	**F**	**94.0**	**----**	**F**	**97.4**	**----**	**E**	**67.3**	**----**	**E**	**94.8**	**----**	**F**	**97.4**	**----**	**E**	**67.2**	**----**	**F**	**94.8**	**----**
	RESERVOIR ROAD	WB L-T	F	104.8	0.74	E	73,7	0.68	F	101.2	0.84	F	105.6	0.75	E	76.5	0.70	F	104.0	0.86	F	105.6	0.75	E	76.3	0.70	F	104.0	0.86
		WB R	A	0.8	0.12	A	6.4	0.19	A	9.0	0.27	A	0.9	0.12	A	7.0	0.20	A	10.0	0.28	A	0.9	0.12	A	7.0	0.20	A	10.0	0.28
		WB APPROACH	**F**	**84.4**	**----**	**D**	**53.9**	**----**	**E**	**70.0**	**----**	**F**	**84.9**	**----**	**E**	**56.0**	**----**	**E**	**71.9**	**----**	**F**	**84.9**	**----**	**E**	**55.9**	**----**	**E**	**72.0**	**----**
	CENTRAL WESTCHESTER	NB TT	E	56.1	0.48	E	66.6	0.69	F	196.6	1.31	E	58.9	0.55	E	68.8	0.72	F	244.7	1.43	E	58.5	0.53	E	68.7	0.72	F	245.3	1.43
	EXPRESSWAY	NB R	A	1.0	0.07	A	4.1	0.15	A	8.6	0.20	A	1.2	0.08	A	4.2	0.15	A	9.1	0.20	A	1.2	0.08	A	4.2	0.15	A	9.1	0.20
		NB APPROACH	**D**	**51.1**	**----**	**E**	**55.8**	**----**	**F**	**177.8**	**----**	**D**	**53.9**	**----**	**E**	**58.1**	**----**	**F**	**221.5**	**----**	**D**	**53.4**	**----**	**E**	**58.0**	**----**	**F**	**222.1**	**----**
	NYS ROUTE 22	SB L	D	41.0	0.12	D	46.2	0.22	D	50.8	0.45	D	41.7	0.15	D	47.4	0.24	D	52.9	0.48	D	41.7	0.14	D	47.4	0.24	D	52.9	0.48
		SB T T-R	F	116.3	1.12	D	54.2	0.71	D	51.1	0.60	F	148.8	1.20	E	57.2	0.75	D	54.7	0.67	F	119.9	1.13	E	57.1	0.75	D	54.4	0.66
		SB APPROACH	**F**	**114.6**	**----**	**D**	**53.6**	**----**	**D**	**51.1**	**----**	**F**	**146.4**	**----**	**E**	**56.5**	**----**	**D**	**54.5**	**----**	**F**	**118.0**	**----**	**E**	**56.4**	**----**	**D**	**54.2**	**----**
		OVERALL	**F**	**96.1**	**----**	**E**	**57.2**	**----**	**F**	**115.4**	**----**	**F**	**114.0**	**----**	**E**	**59.7**	**----**	**F**	**135.1**	**----**	**F**	**98.2**	**----**	**E**	**59.5**	**----**	**F**	**135.6**	**----**
	W/ SIGNAL TIMING CHANGES											W/ OPTIMIZATION						W/ OPTIMIZATION			W/ OPTIMIZATION						W/ OPTIMIZATION		
	NYS ROUTE 22	EB L	--	----	----	--	----	----	--	----	----	F	104.8	0.87	--	----	----	F	119.2	0.95	F	87.4	0.75	--	----	----	F	124.0	0.97
		EB L-T-R	--	----	----	--	----	----	--	----	----	F	169.6	1.16	--	----	----	F	123.9	0.97	F	125.1	1.01	--	----	----	F	129.6	0.99
		EB APPROACH	--	----	----	--	----	----	--	----	----	**F**	**141.4**	**----**	--	----	----	**F**	**121.6**	**----**	**F**	**108.8**	**----**	--	----	----	**F**	**126.8**	**----**
	RESERVOIR ROAD	WB L-T	--	----	----	--	----	----	--	----	----	F	170.9	1.04	--	----	----	F	146.1	1.02	F	170.9	1.04	--	----	----	F	145.4	1.01
		WB R	--	----	----	--	----	----	--	----	----	A	1.5	0.16	--	----	----	B	17.4	0.38	A	1.5	0.16	--	----	----	B	17.3	0.38
		WB APPROACH	--	----	----	--	----	----	--	----	----	**F**	**137.4**	**----**	--	----	----	**F**	**102.2**	**----**	**F**	**137.4**	**----**	--	----	----	**F**	**101.7**	**----**
	CENTRAL WESTCHESTER	NB TT	--	----	----	--	----	----	--	----	----	D	43.4	0.41	--	----	----	F	82.5	0.98	D	47.8	0.43	--	----	----	F	80.7	0.97
	EXPRESSWAY	NB R	--	----	----	--	----	----	--	----	----	A	1.0	0.07	--	----	----	A	6.5	0.17	A	1.1	0.07	--	----	----	A	6.4	0.17
		NB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**39.8**	**----**	--	----	----	**E**	**75.0**	**----**	**D**	**43.7**	**----**	--	----	----	**E**	**73.4**	**----**
	NYS ROUTE 22	SB L	--	----	----	--	----	----	--	----	----	C	31.3	0.11	--	----	----	F	112.8	0.91	C	34.9	0.12	--	----	----	F	110.0	0.90
		SB T T-R	--	----	----	--	----	----	--	----	----	E	71.5	0.98	--	----	----	D	45.5	0.55	E	75.6	0.98	--	----	----	D	44.6	0.54
		SB APPROACH	--	----	----	--	----	----	--	----	----	**E**	**70.6**	**----**	--	----	----	**D**	**51.3**	**----**	**E**	**74.6**	**----**	--	----	----	**D**	**50.4**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**E**	**82.5**	**----**	--	----	----	**E**	**79.8**	**----**	**E**	**79.3**	**----**	--	----	----	**E**	**79.9**	**----**

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS.



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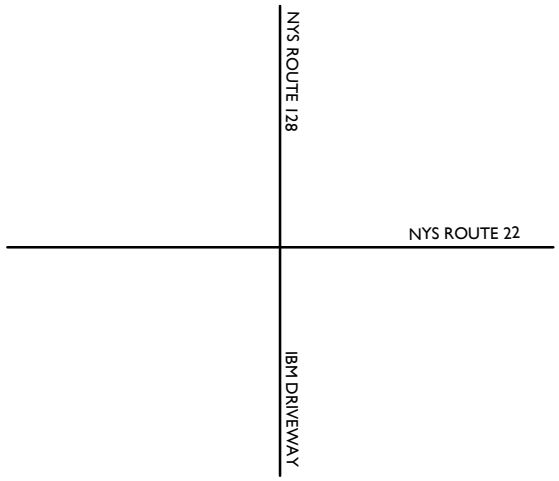
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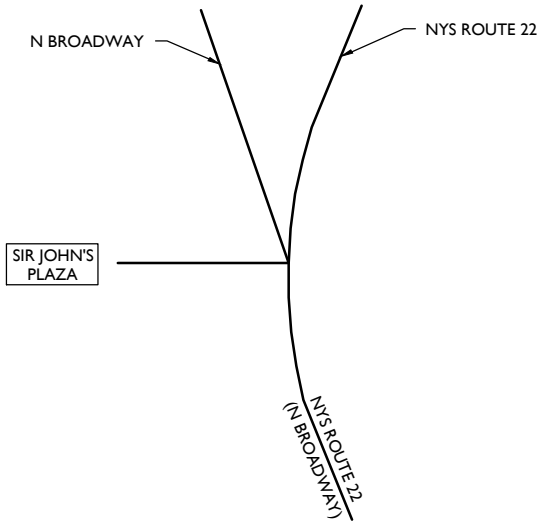
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SITE LOCATION MAP
STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1

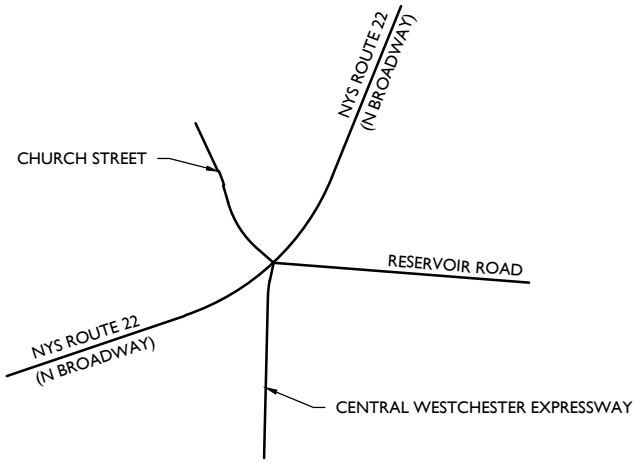
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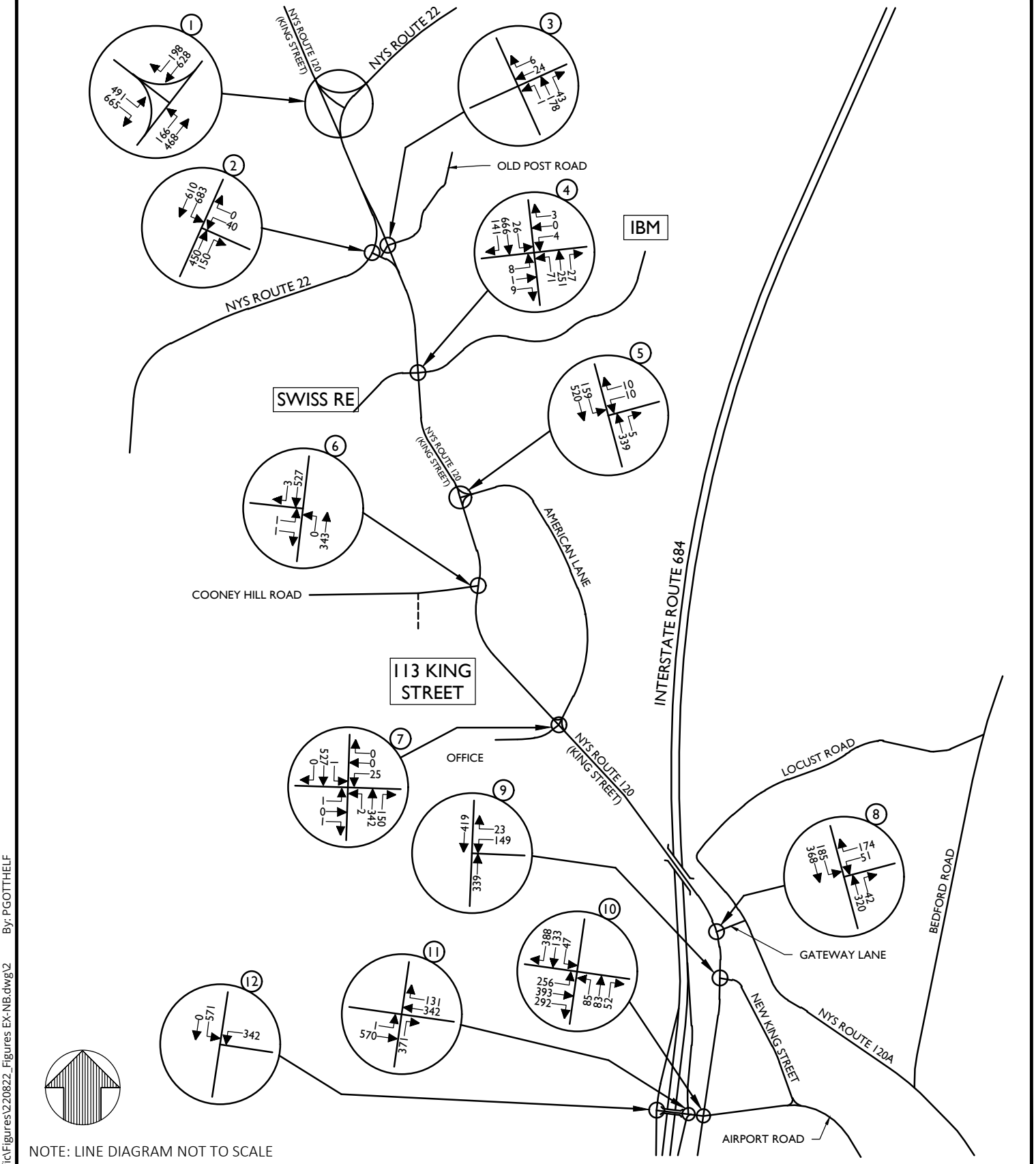
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SHEET TITLE:
SITE LOCATION MAP
STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1-A

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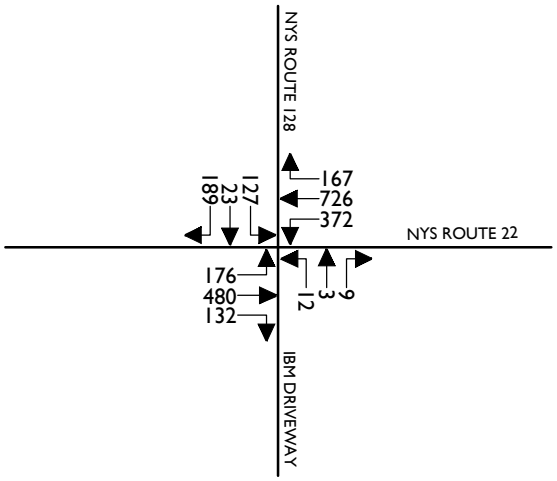
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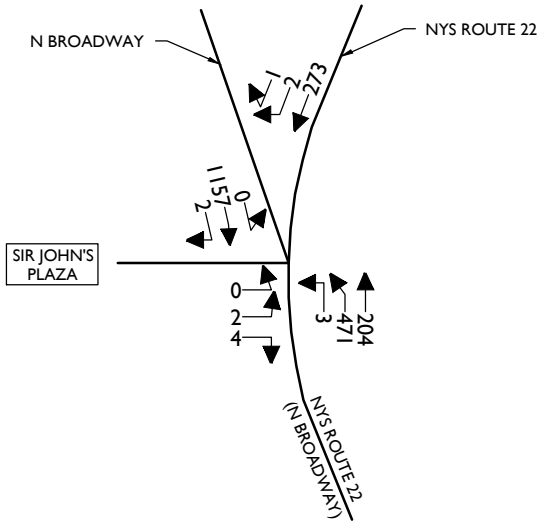
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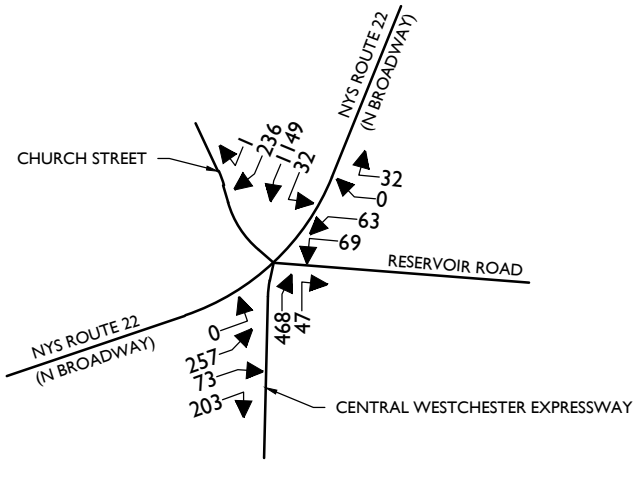
SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2

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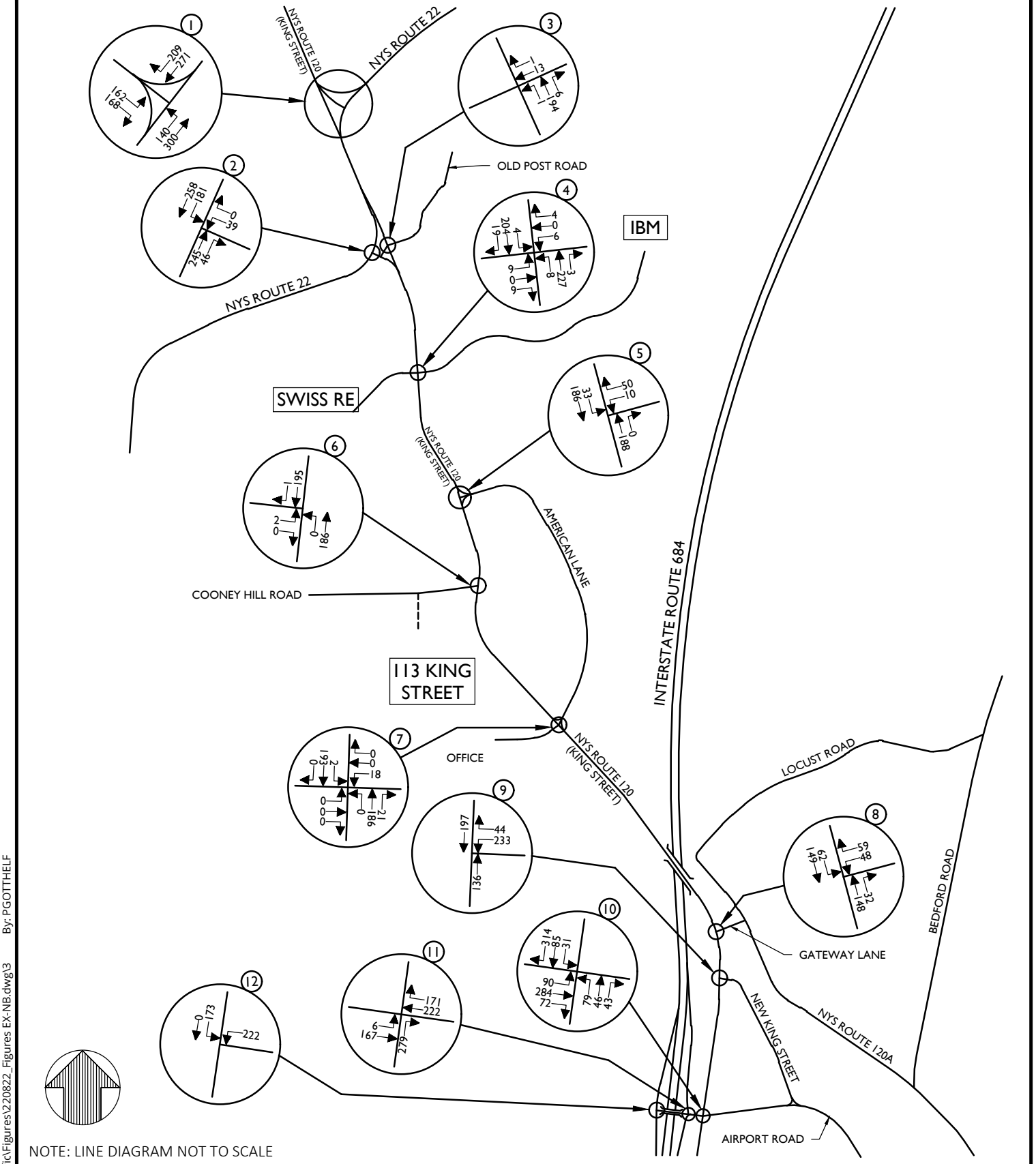
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2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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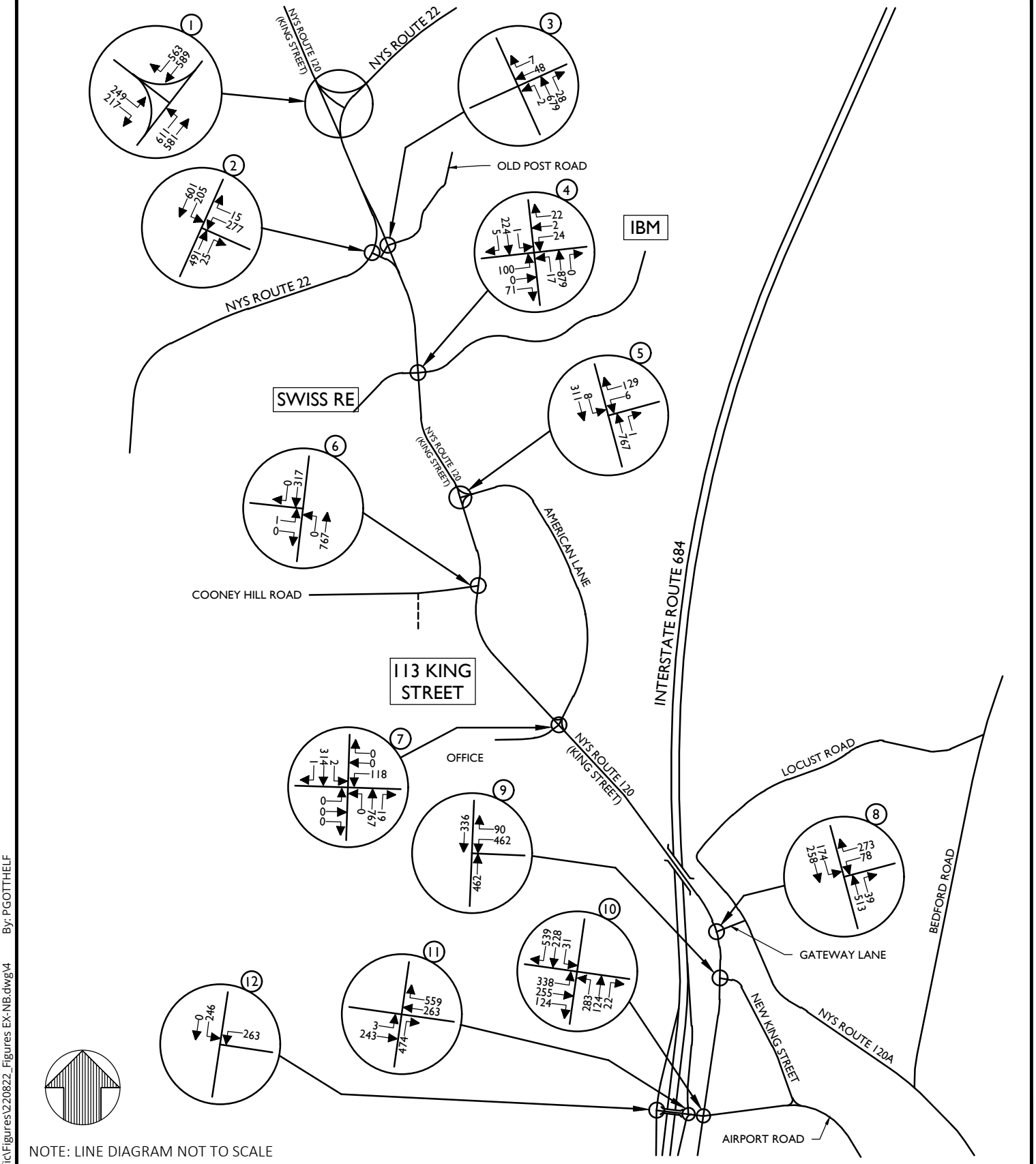
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 3

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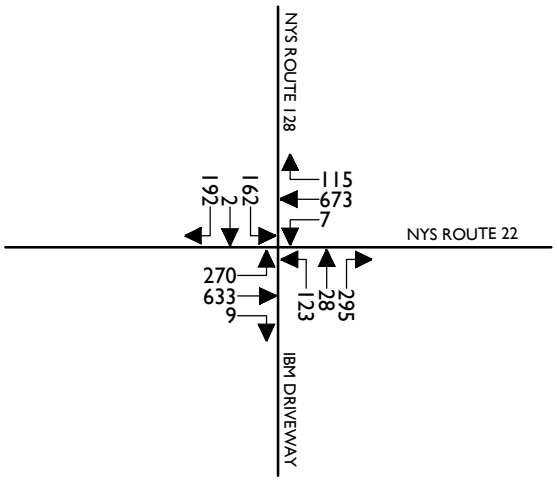
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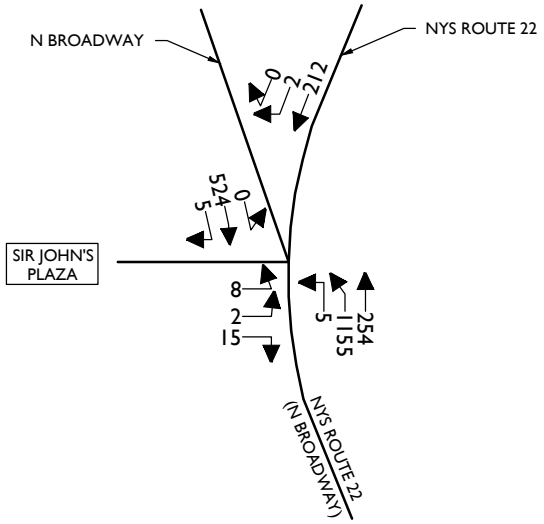
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2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 4

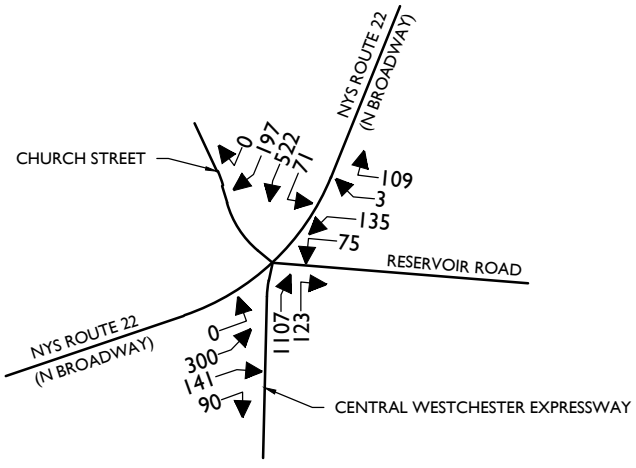
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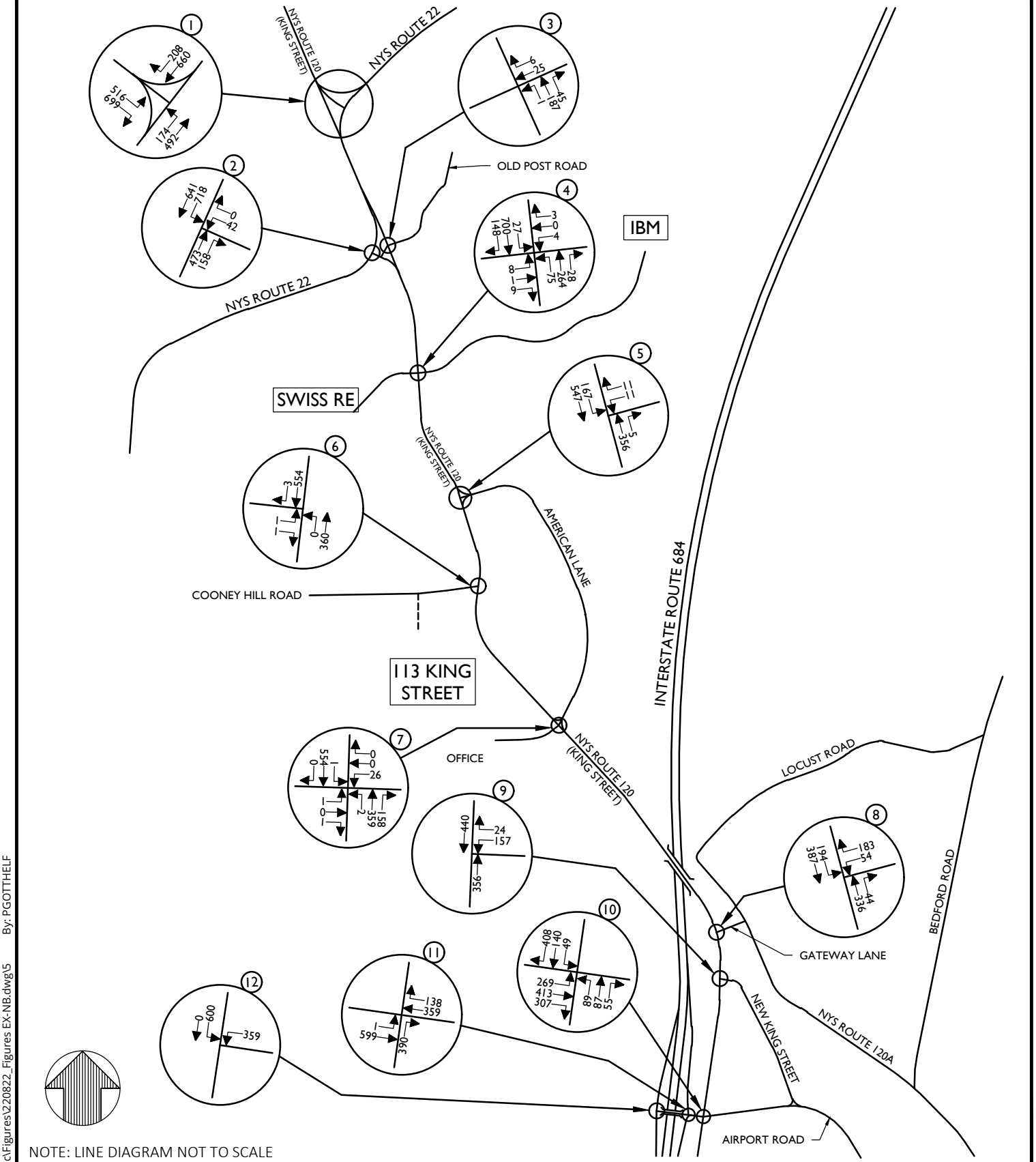
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 4-A

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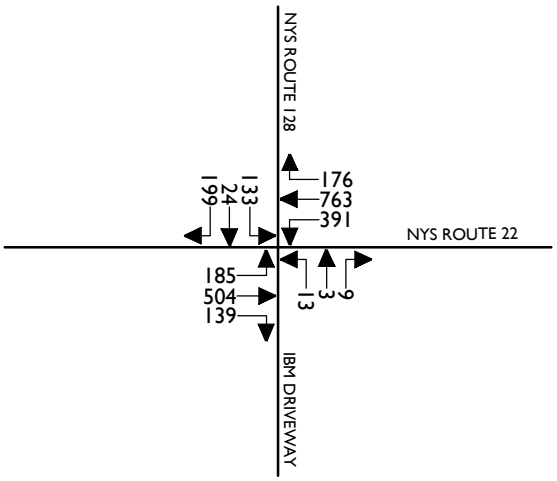
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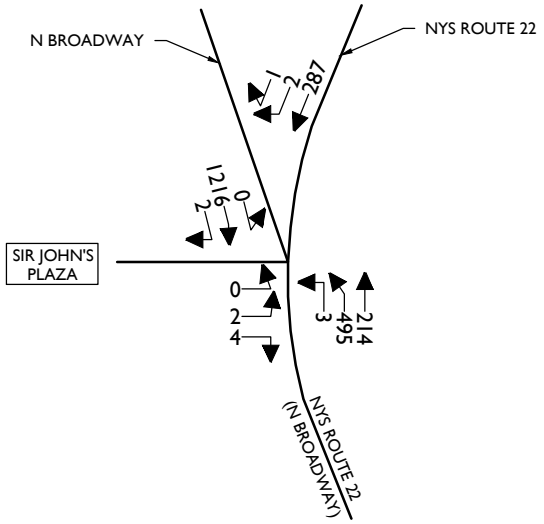
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2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 5

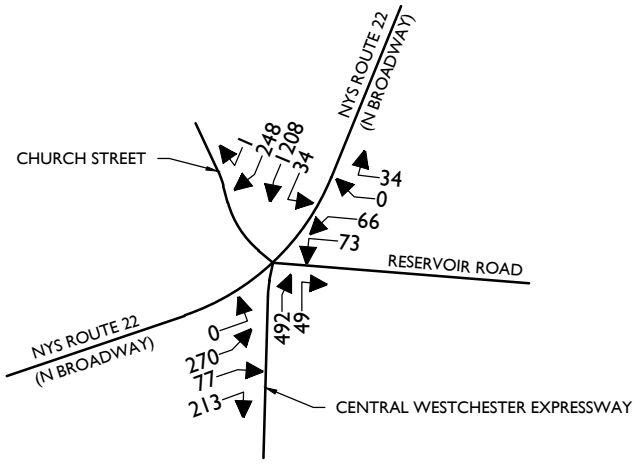
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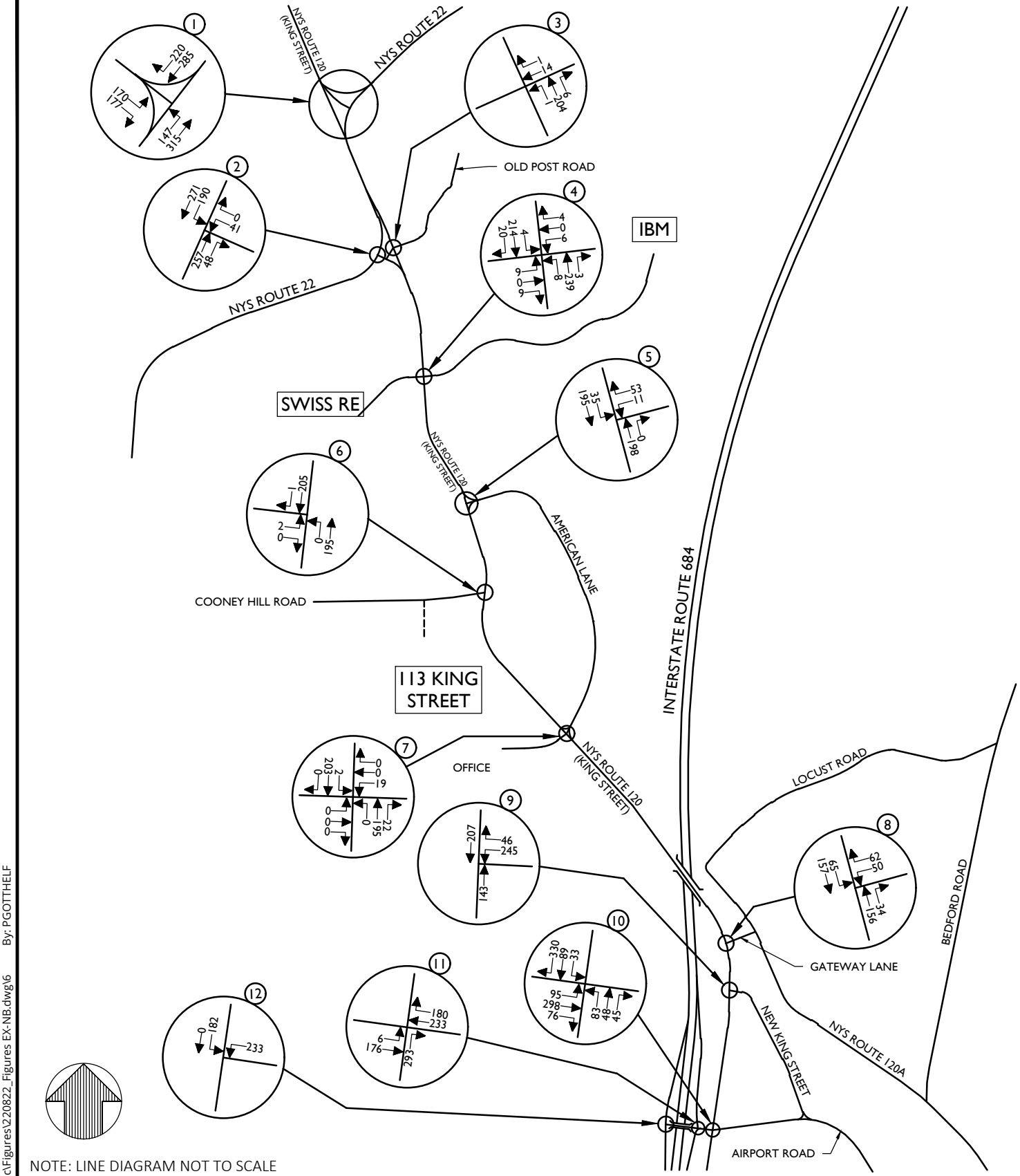
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SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 5-A

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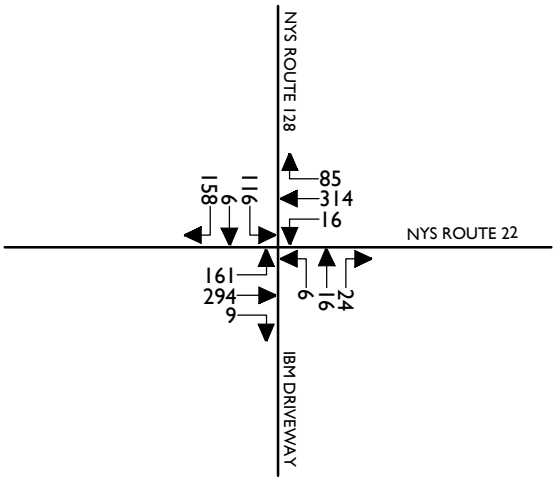
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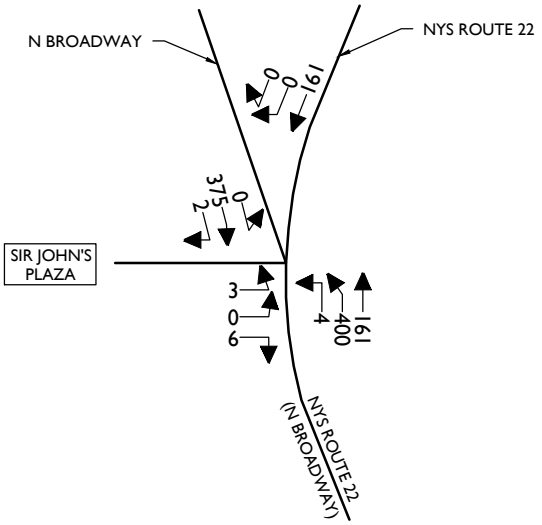
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WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 6

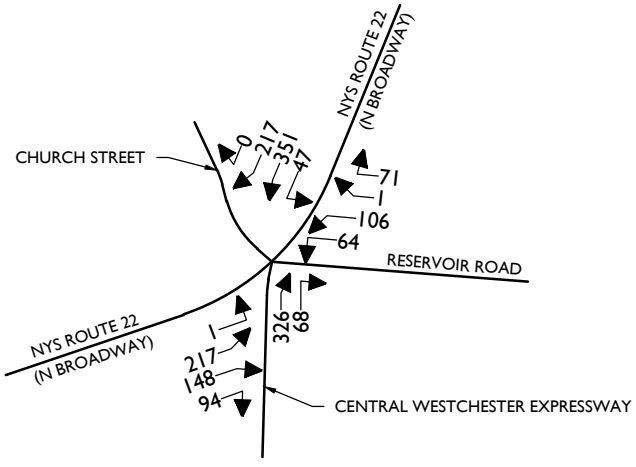
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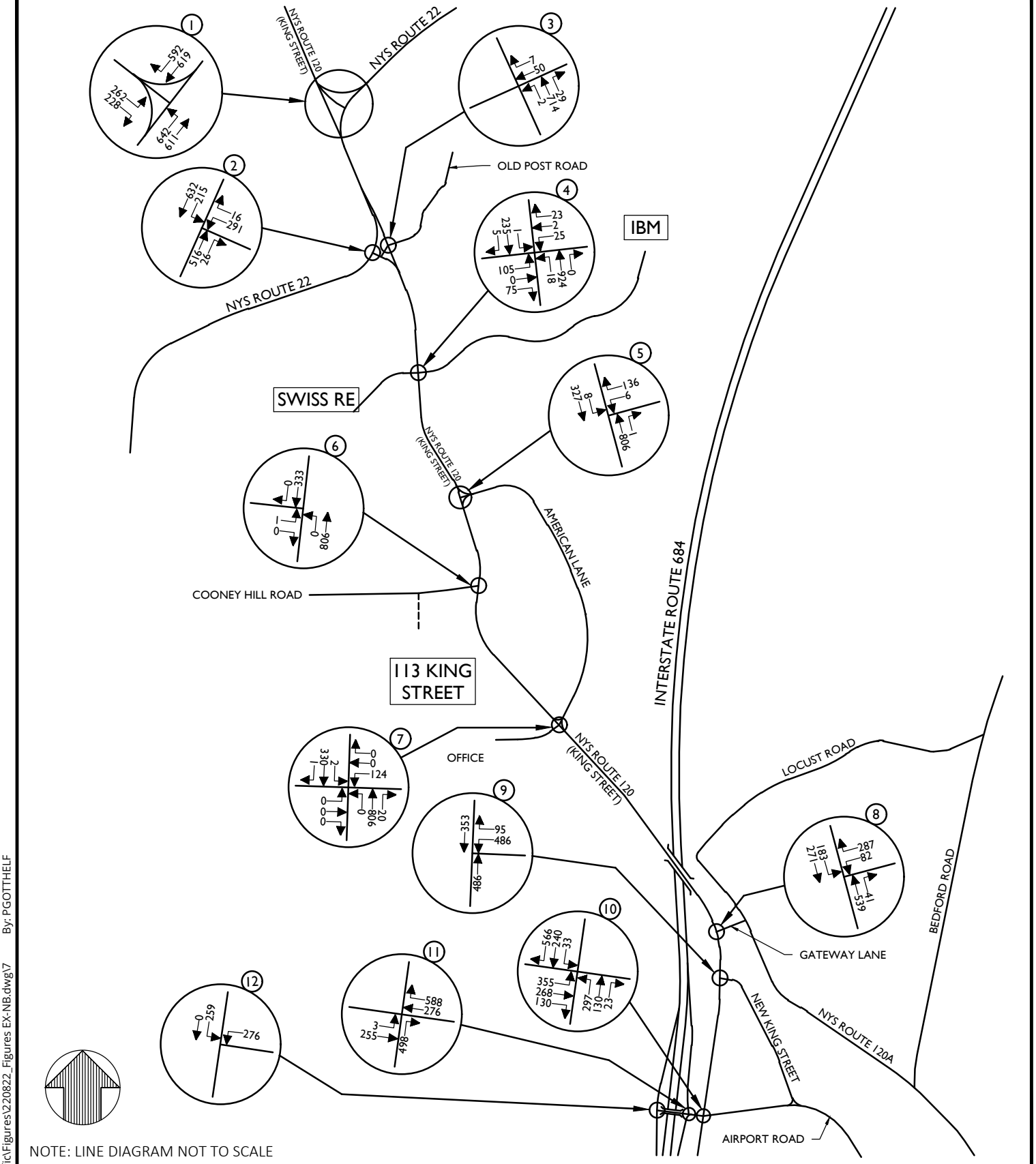
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WEEKDAY PEAK MIDDAY HOUR

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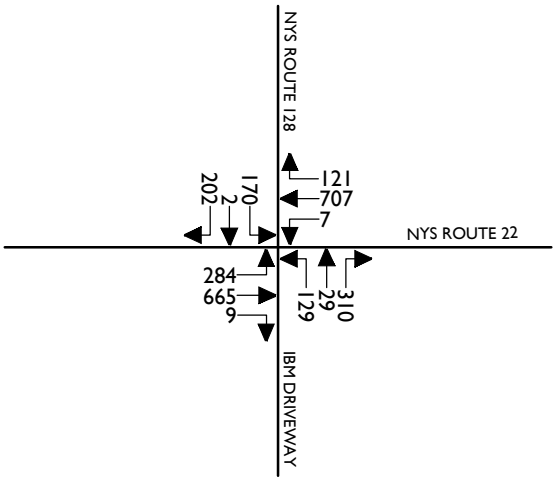
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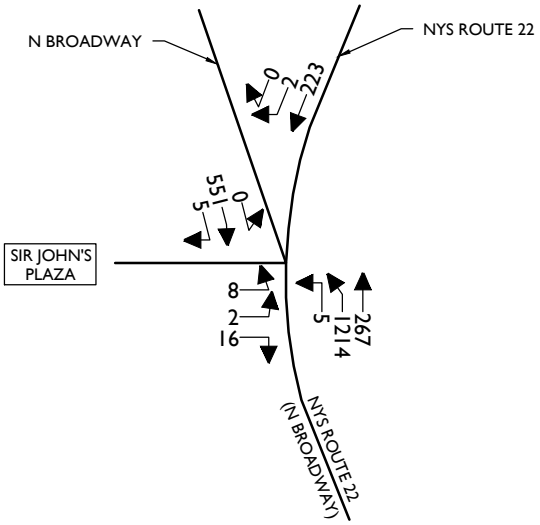
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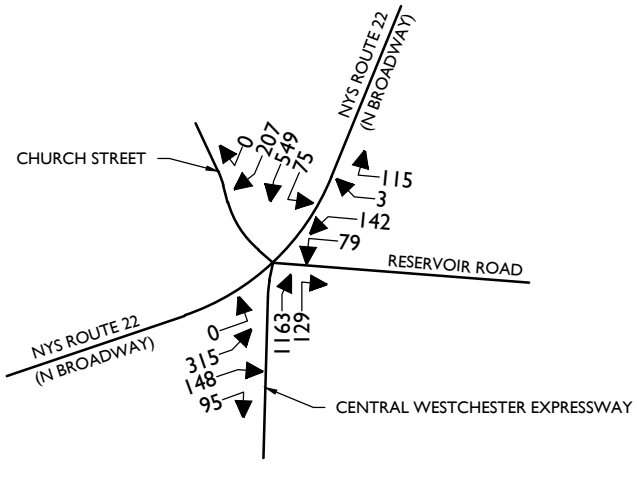
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WEEKDAY PEAK PM HOUR

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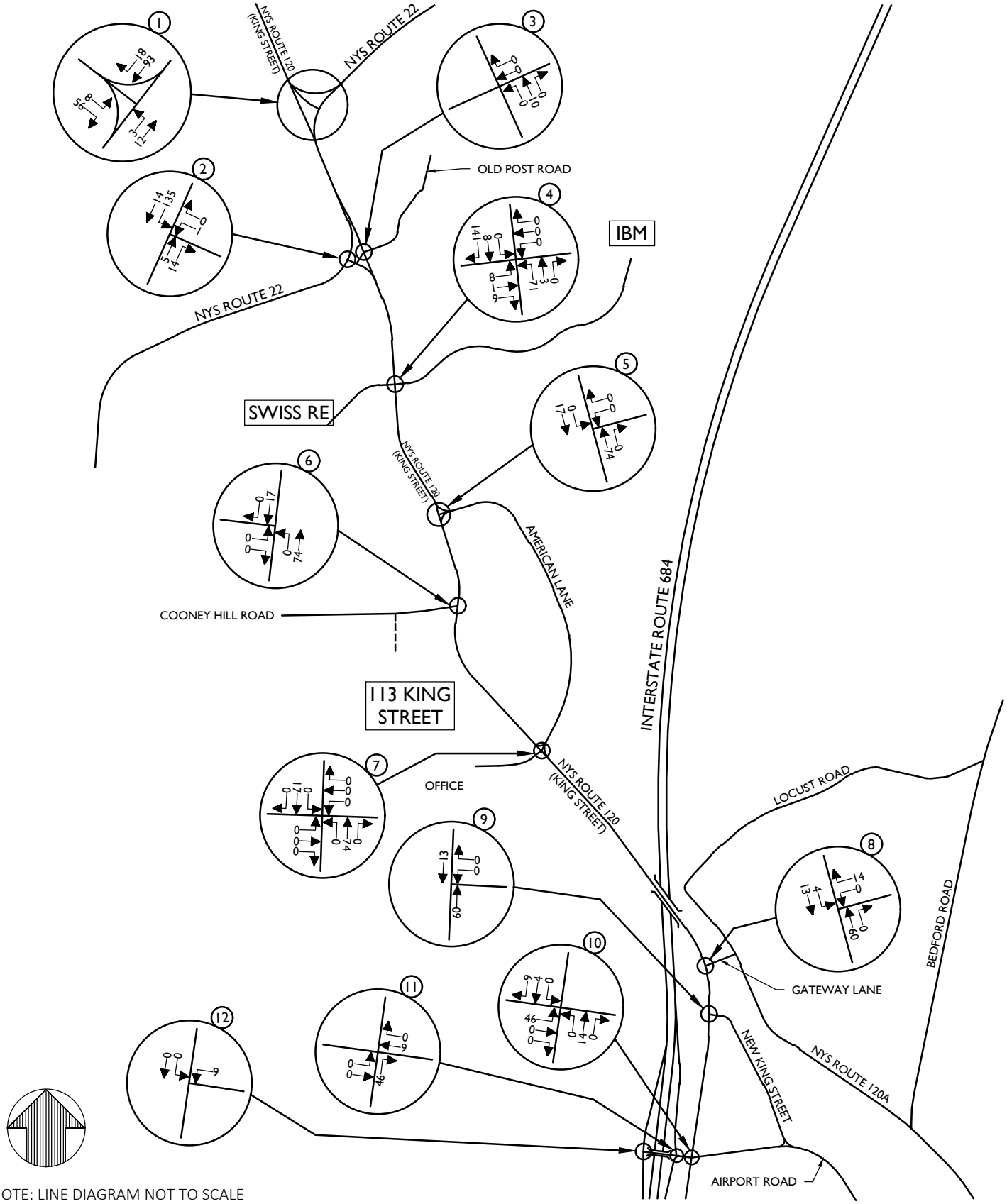
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FIGURE NO. 7-A

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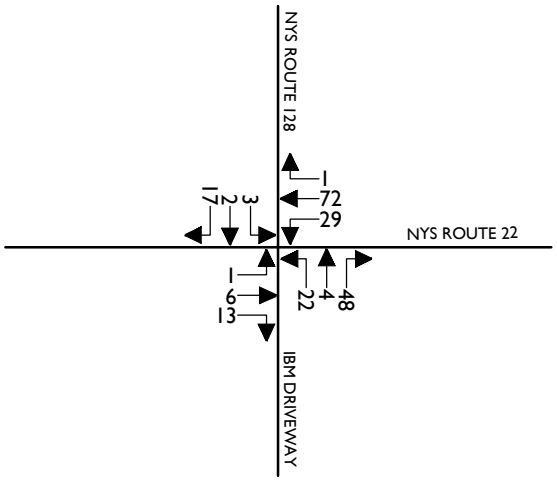
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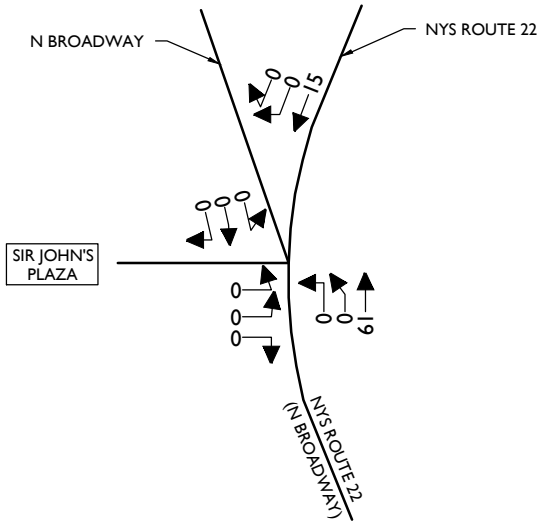
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TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 8

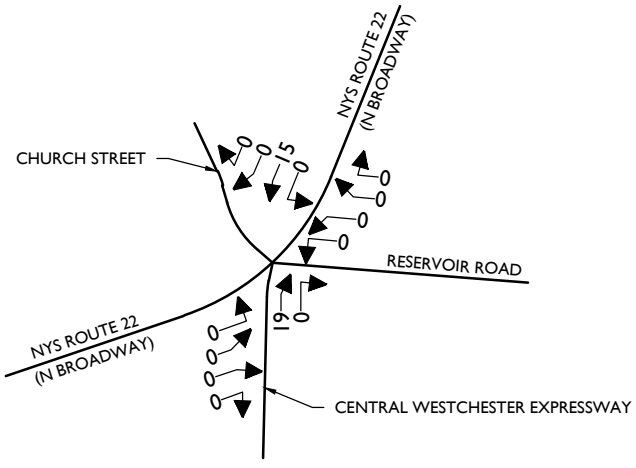
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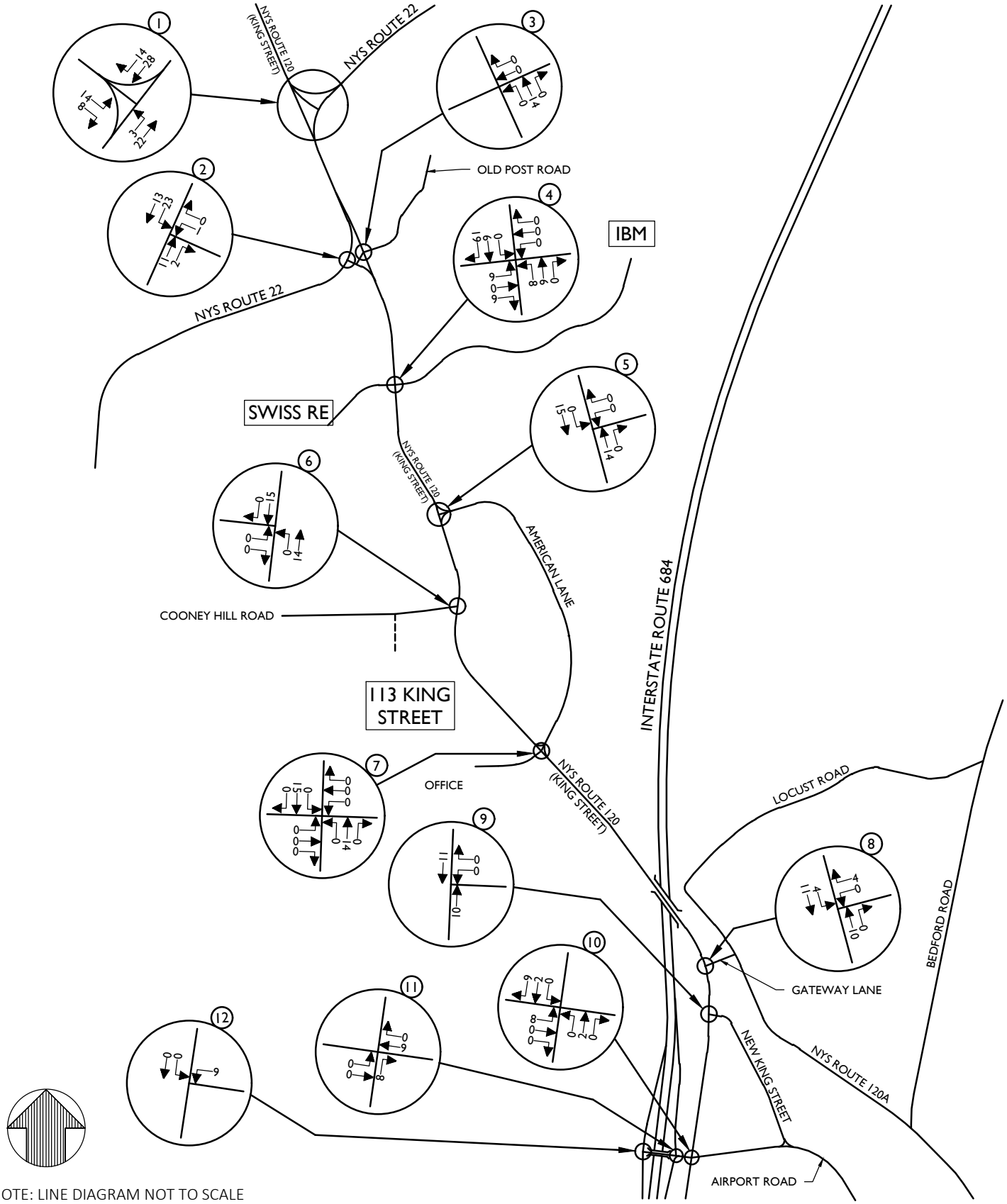
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SHEET TITLE:
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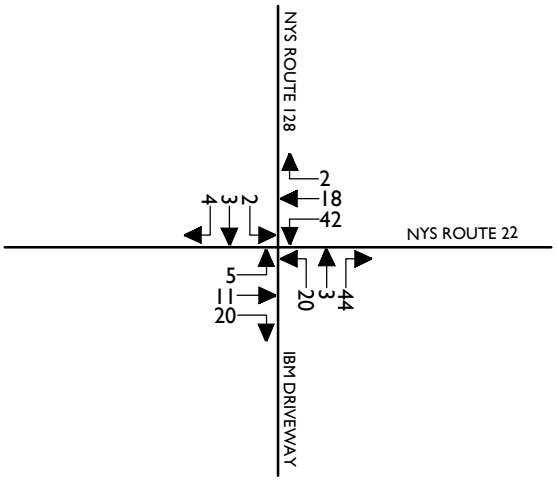
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WEEKDAY PEAK MIDDAY HOUR

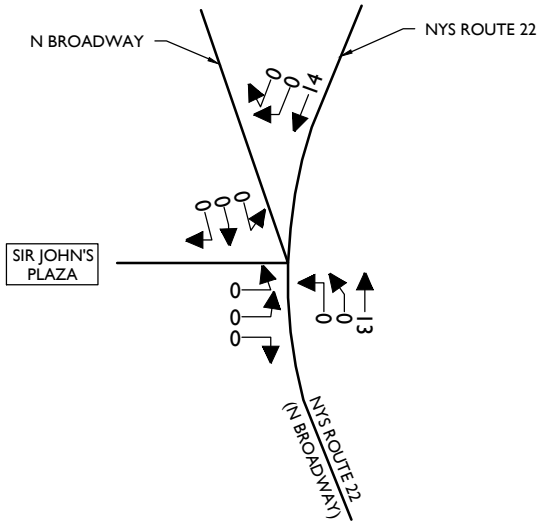
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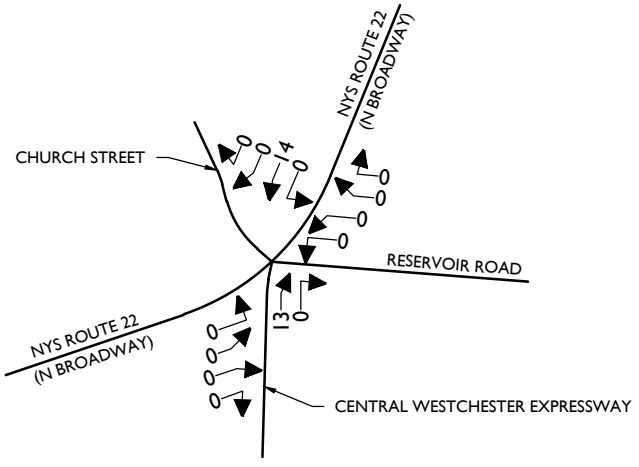
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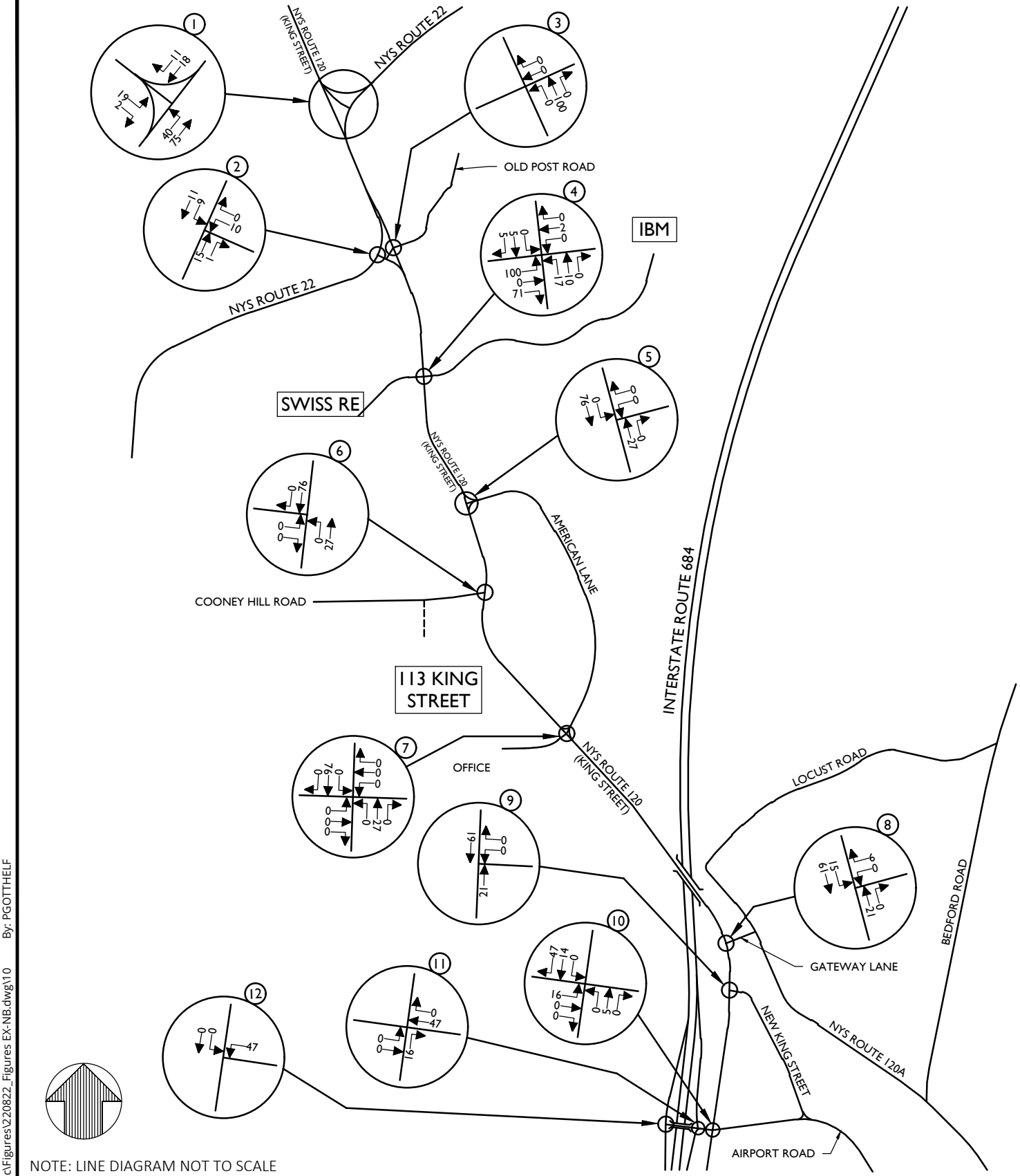
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WEEKDAY PEAK MIDDAY HOUR

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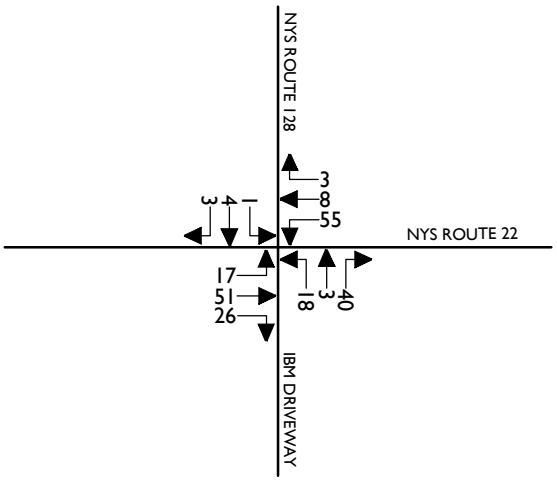
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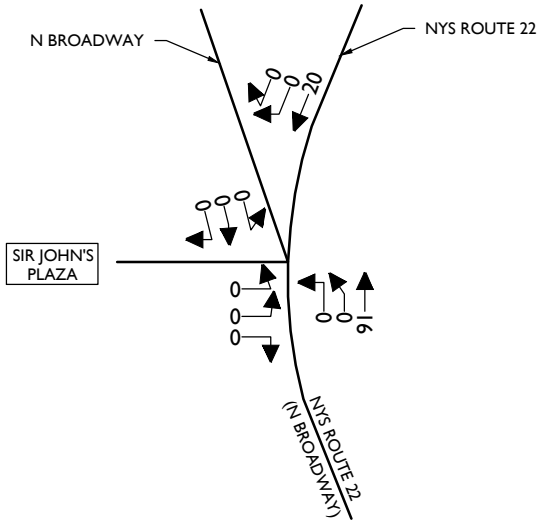
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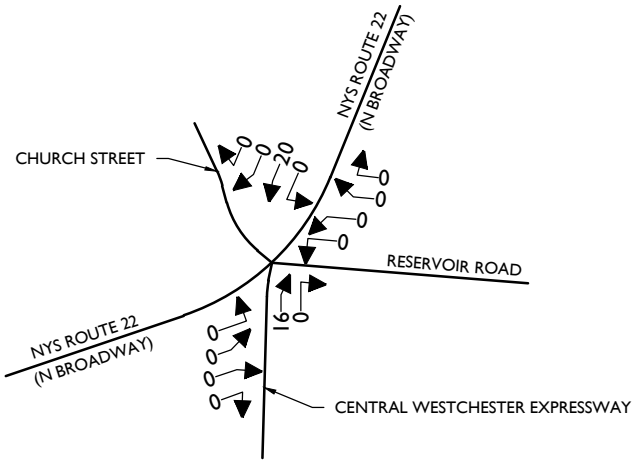
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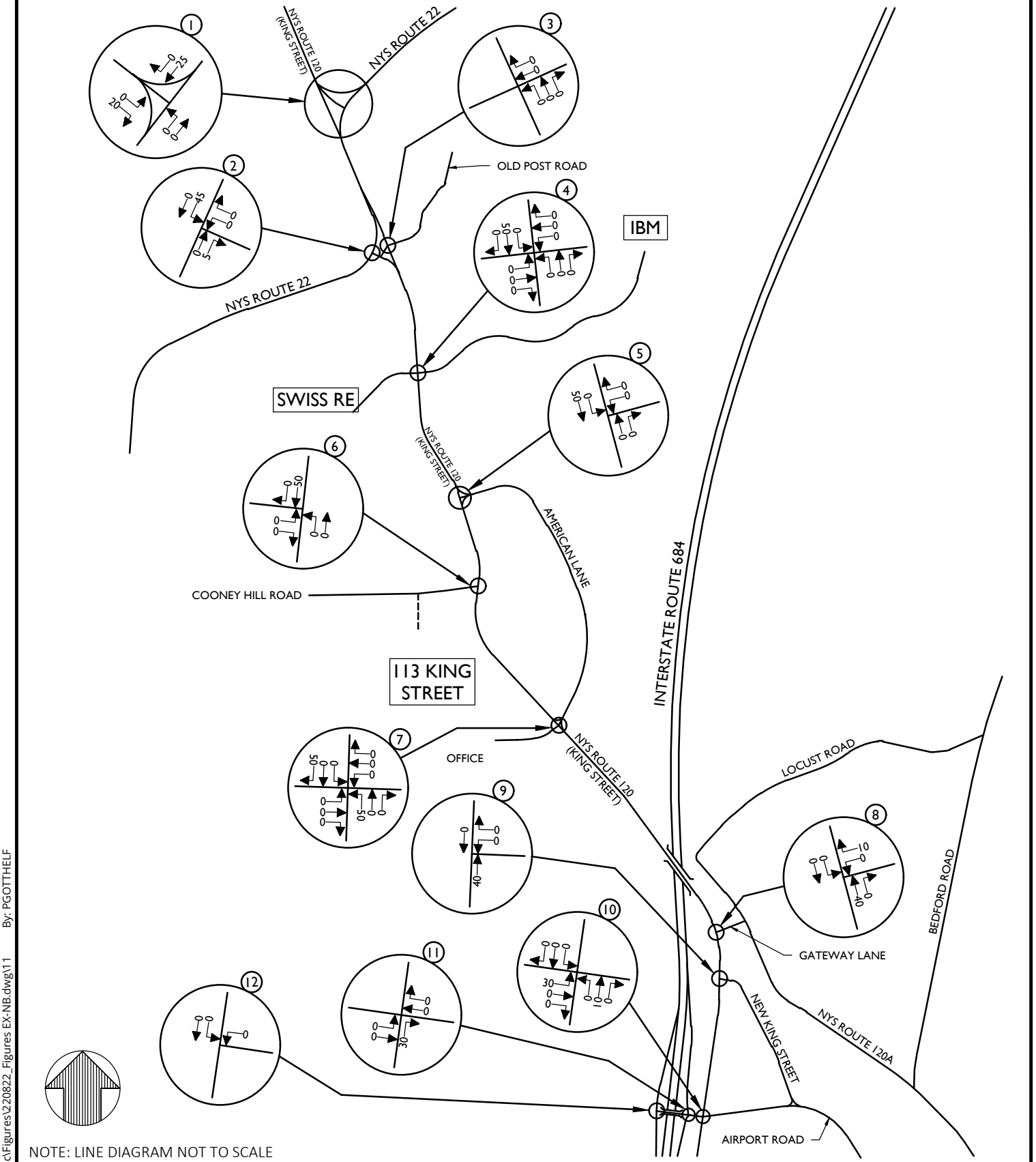
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TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 10-A

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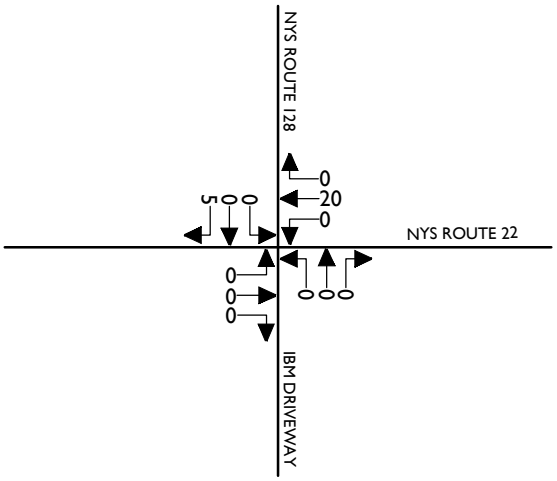
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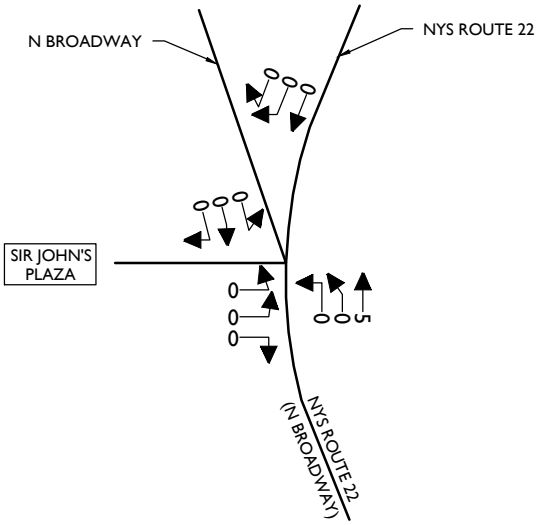
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OFFICE
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SHEET NUMBER:
FIGURE NO. 11

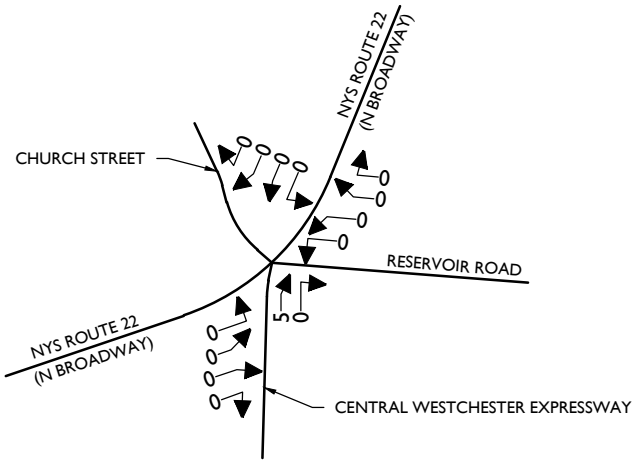
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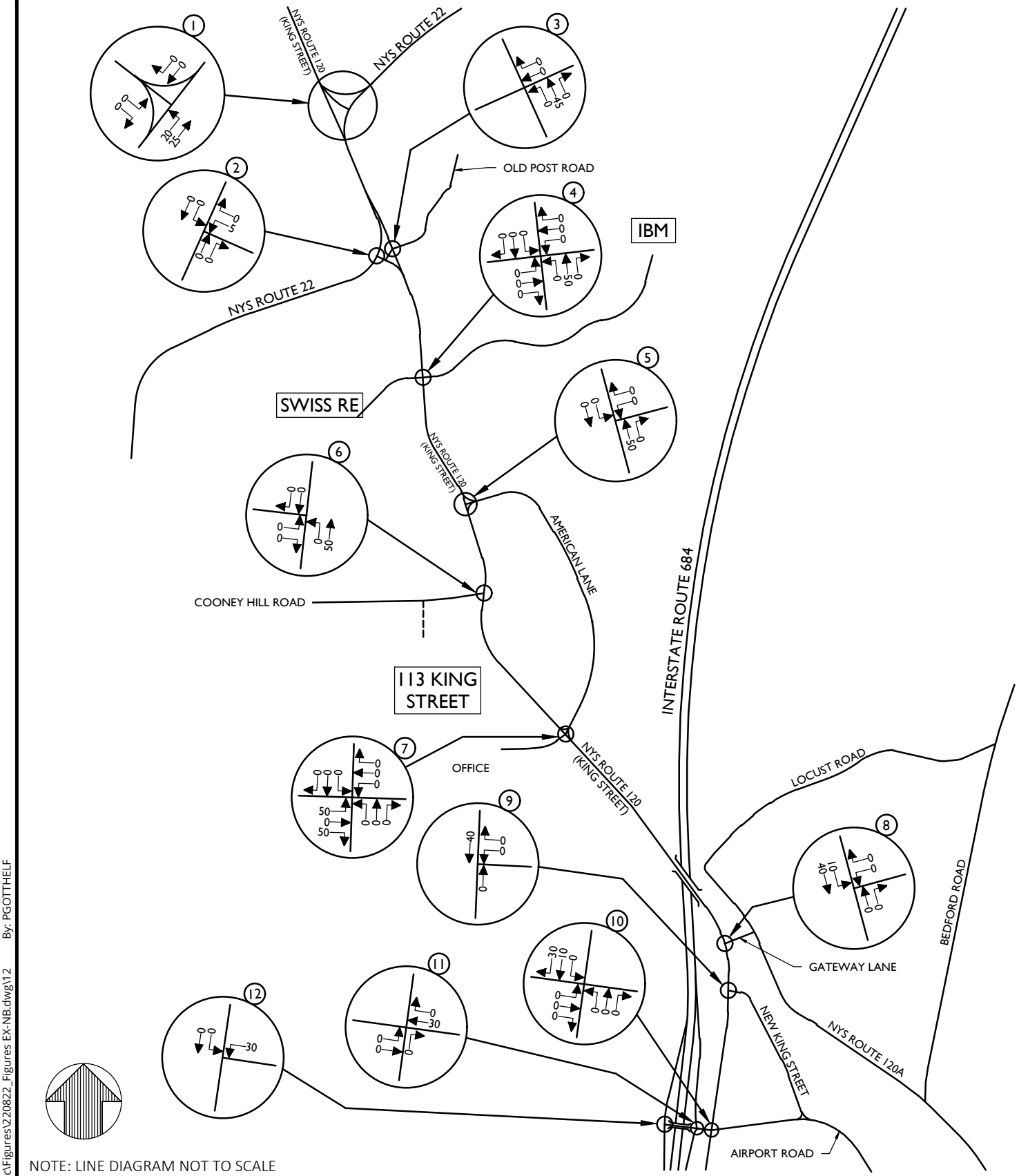
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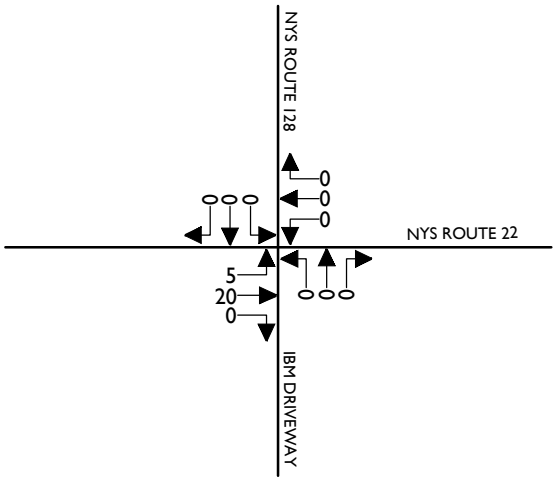
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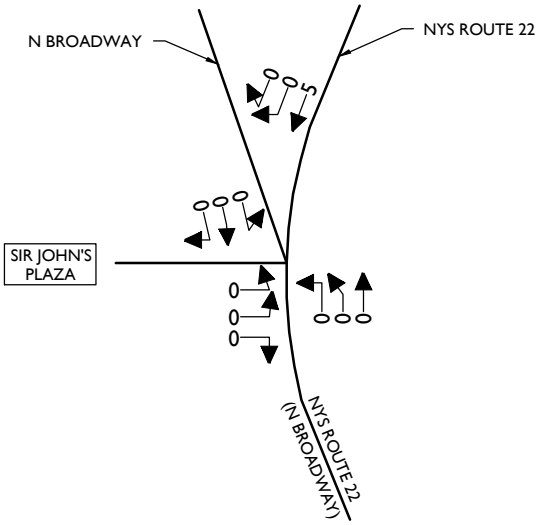
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OFFICE
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SHEET NUMBER:
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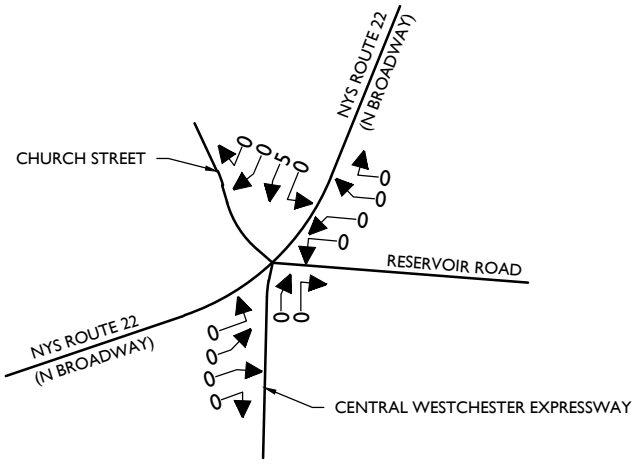
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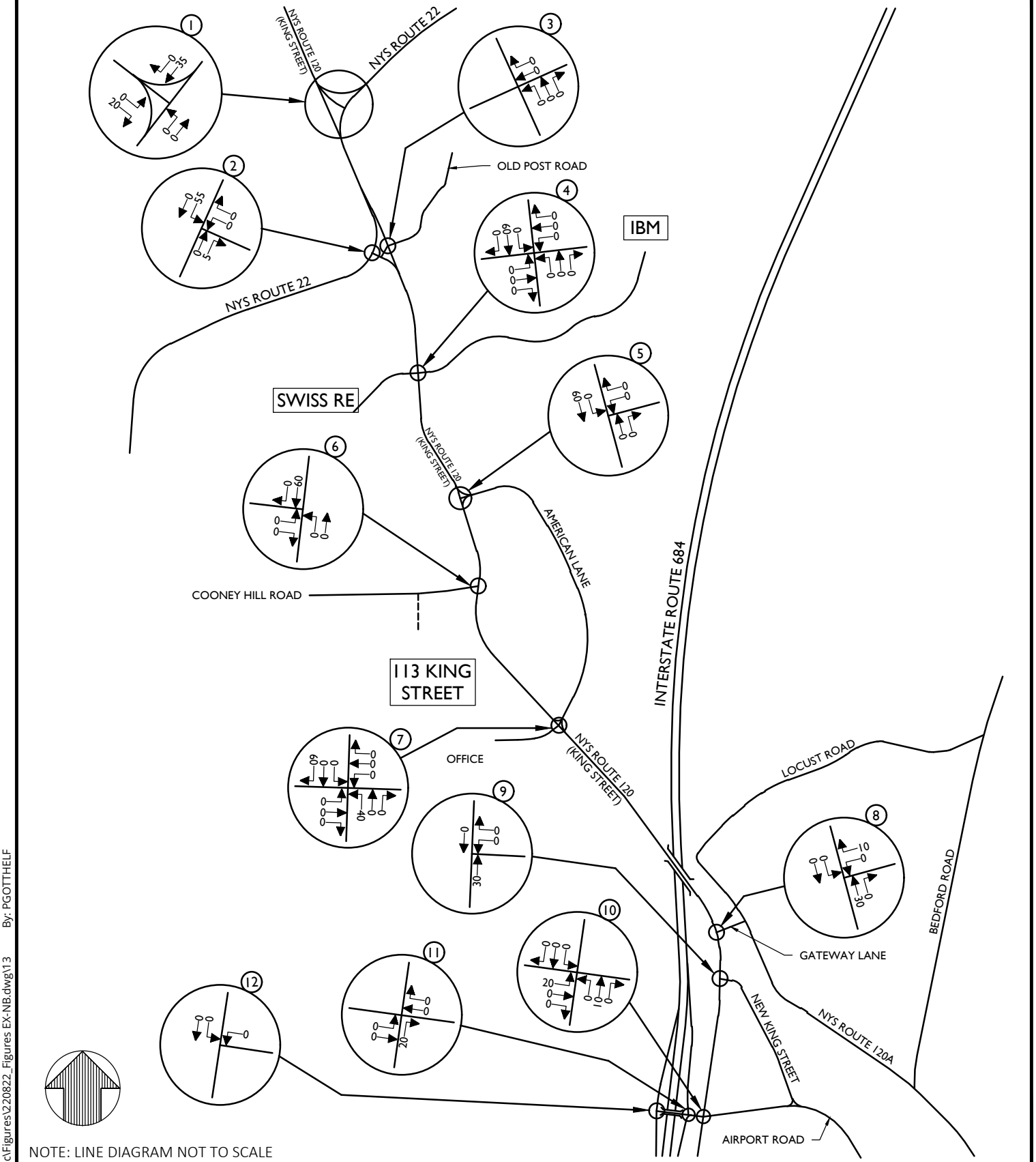
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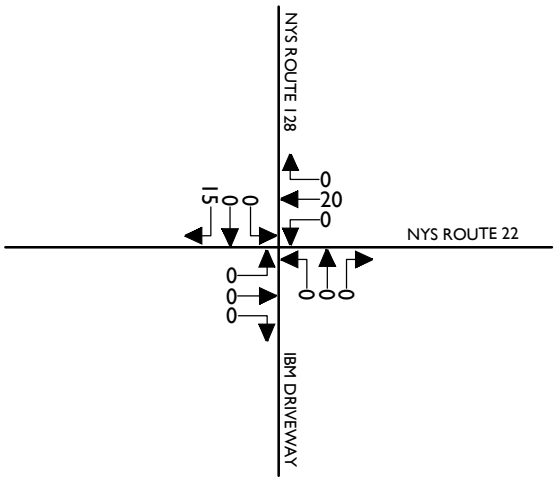
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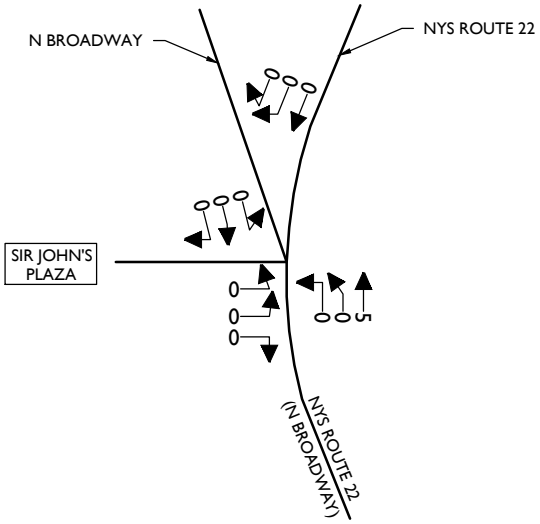
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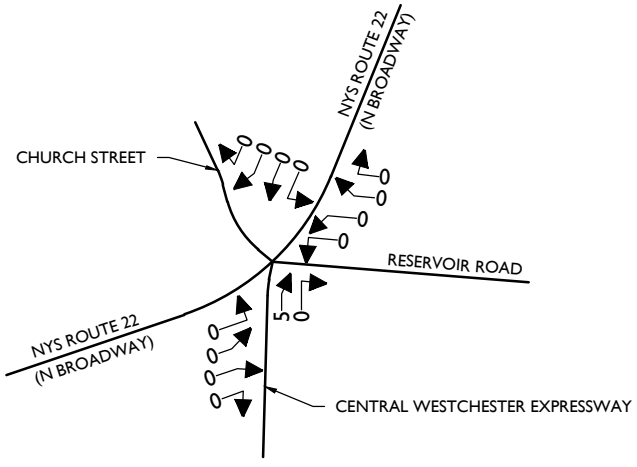
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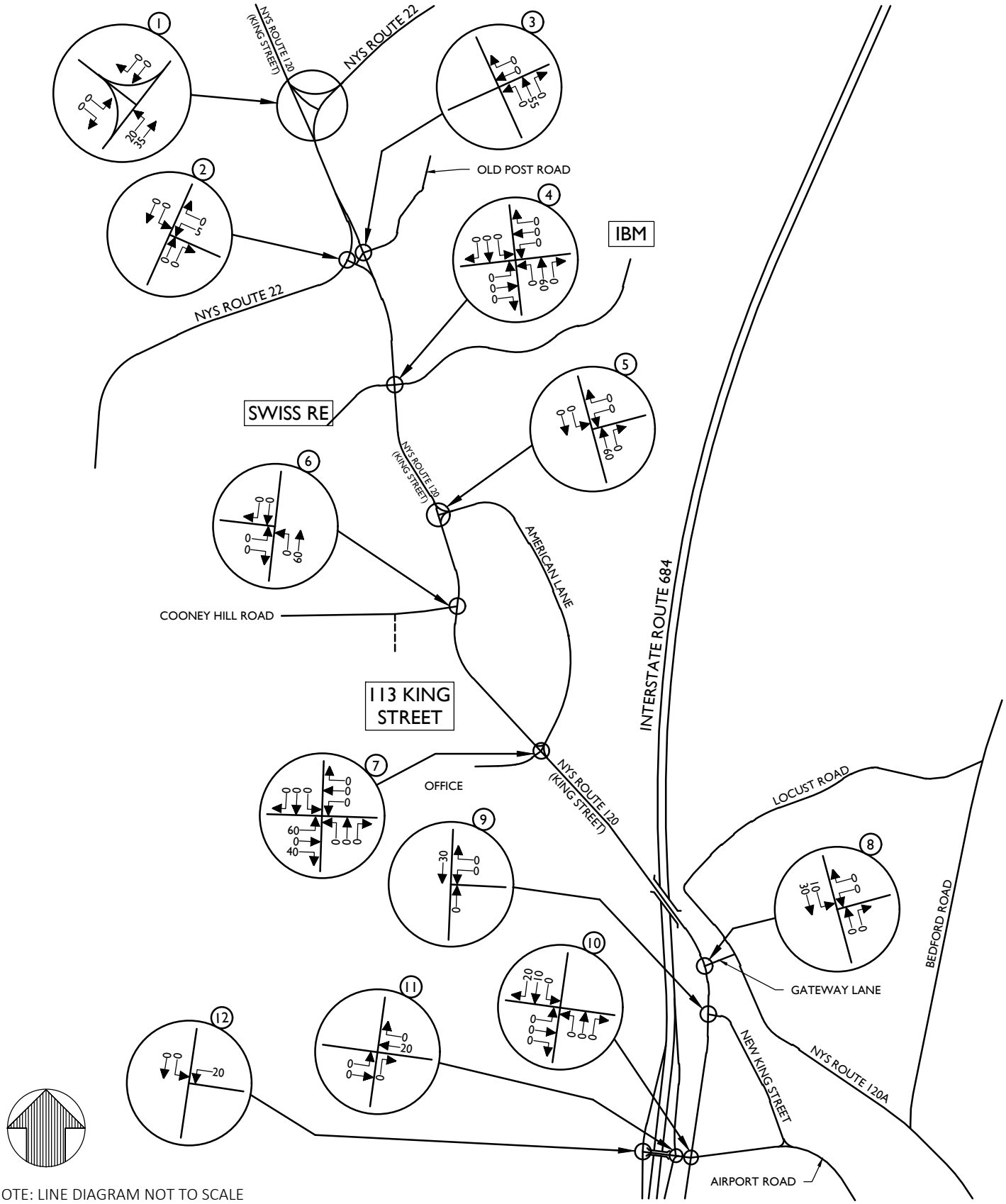
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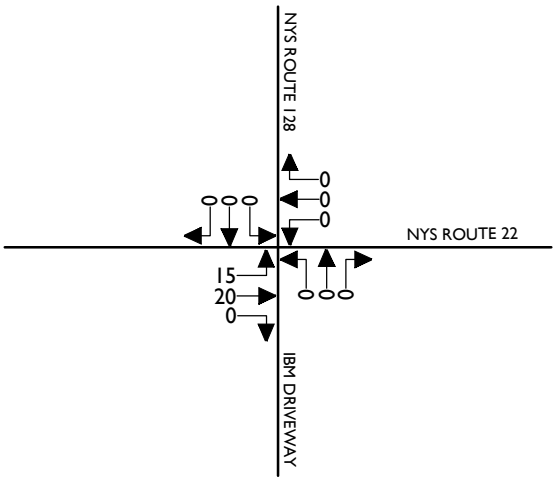
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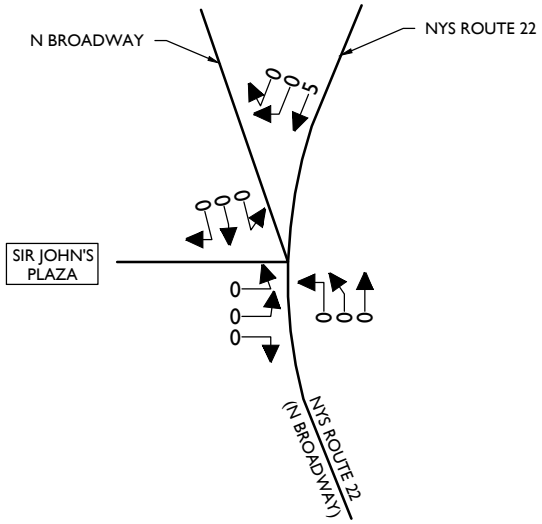
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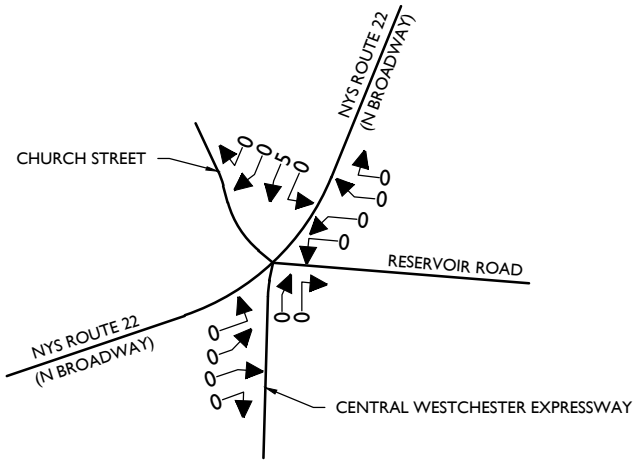
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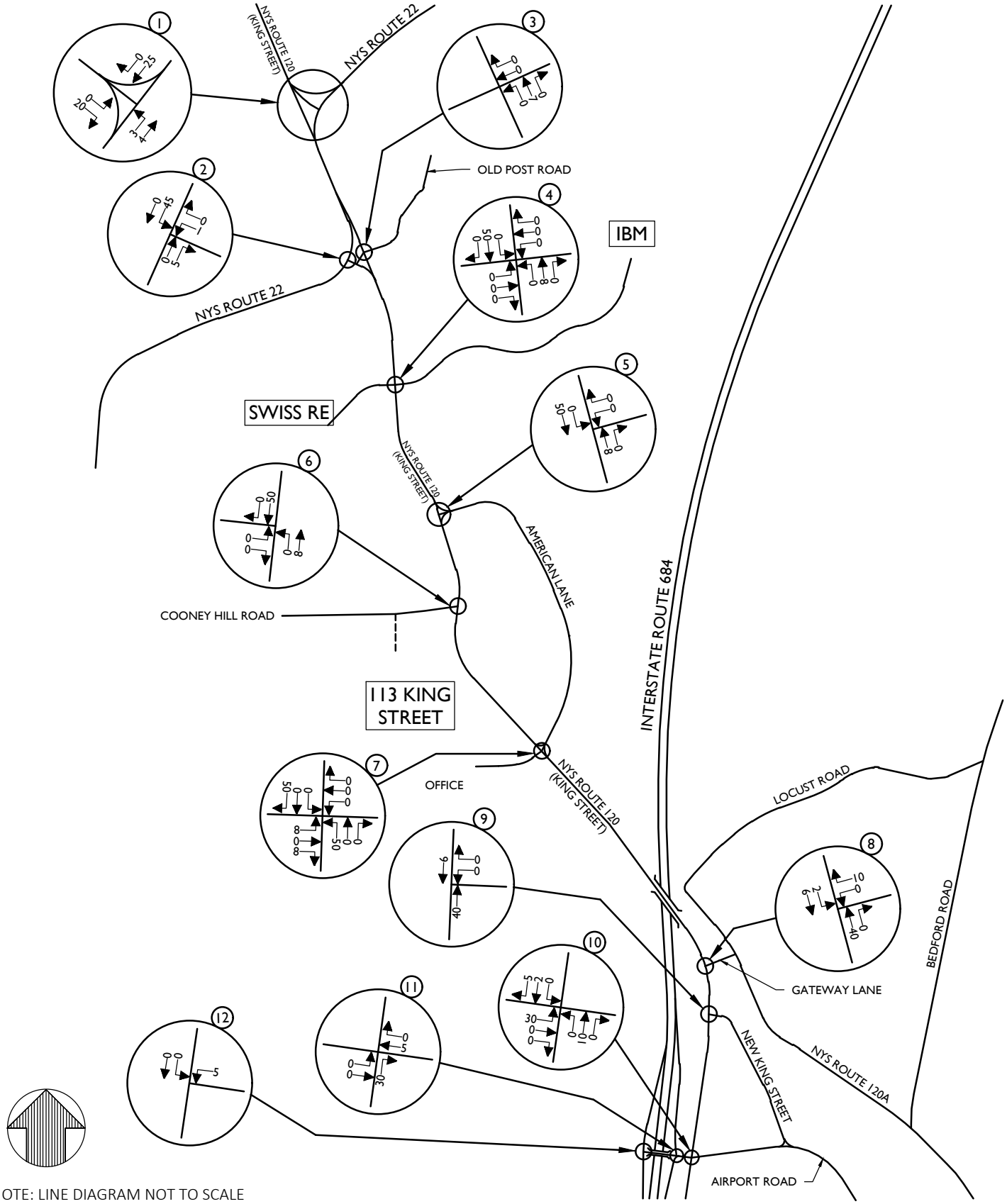
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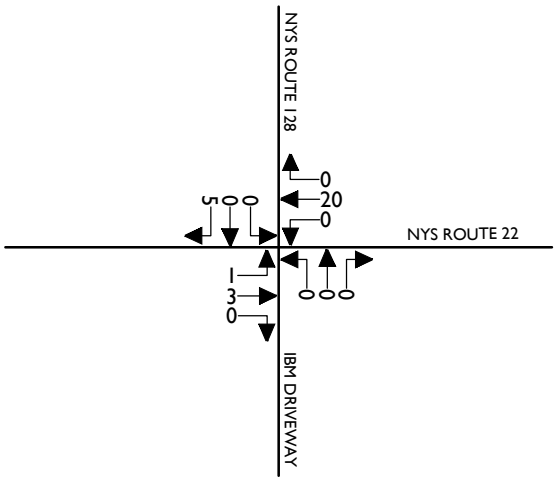
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WEEKDAK PEAK AM HOUR

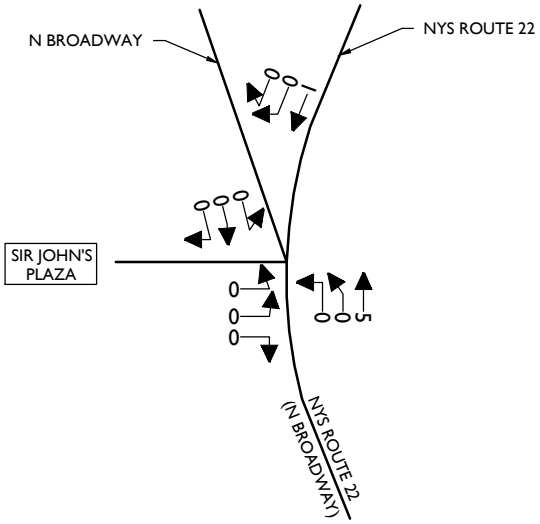
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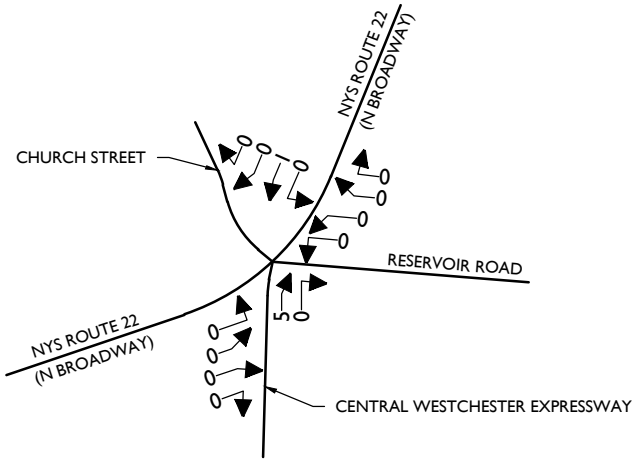
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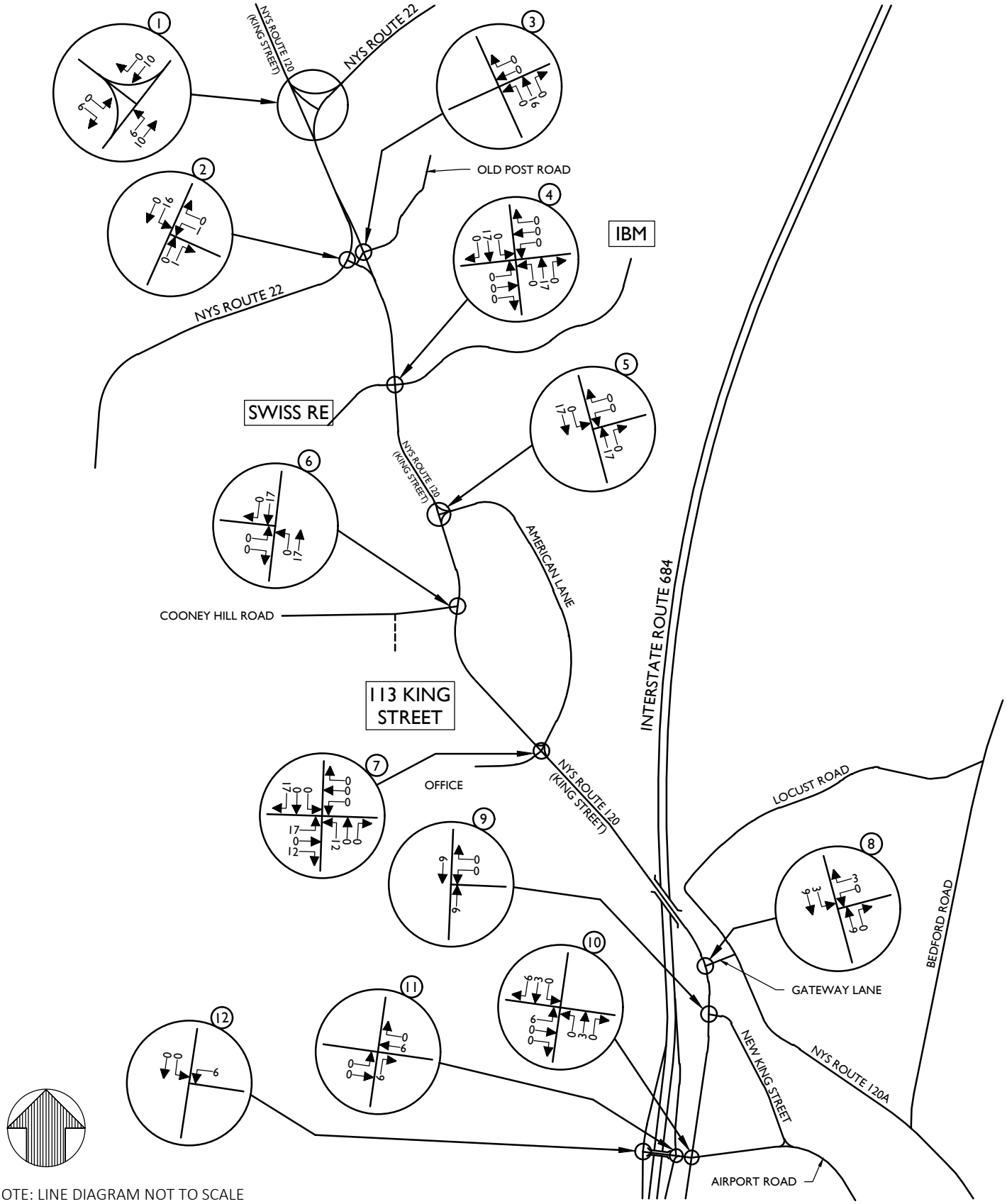
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WEEKDAY PEAK AM HOUR

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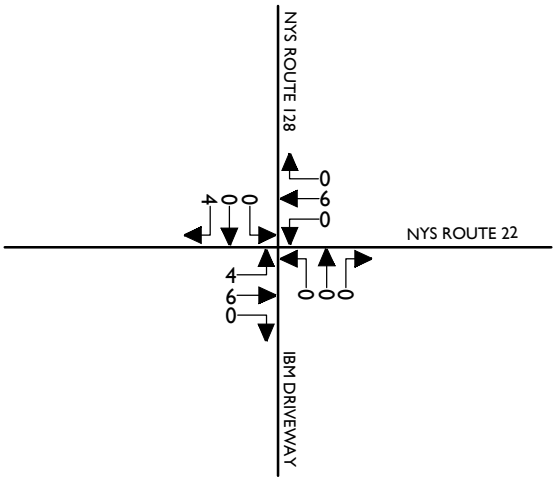
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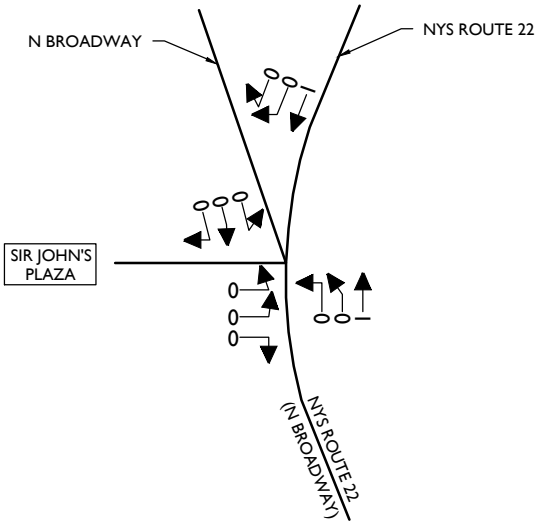
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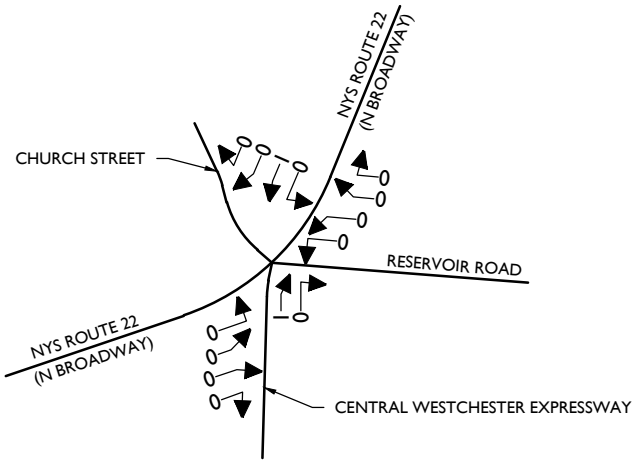
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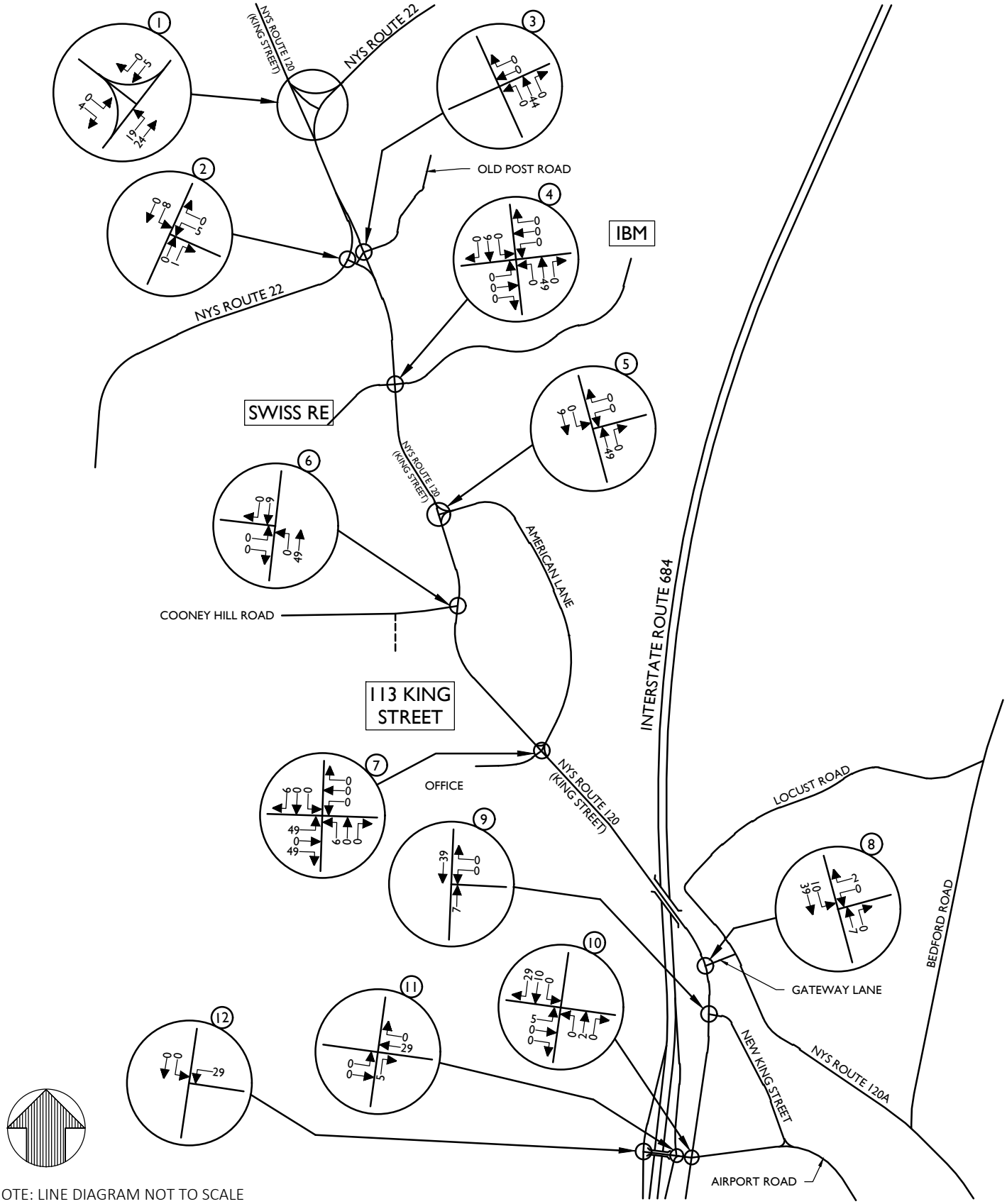
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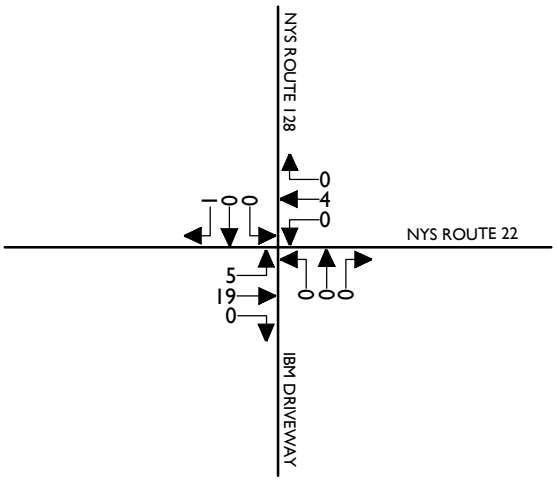
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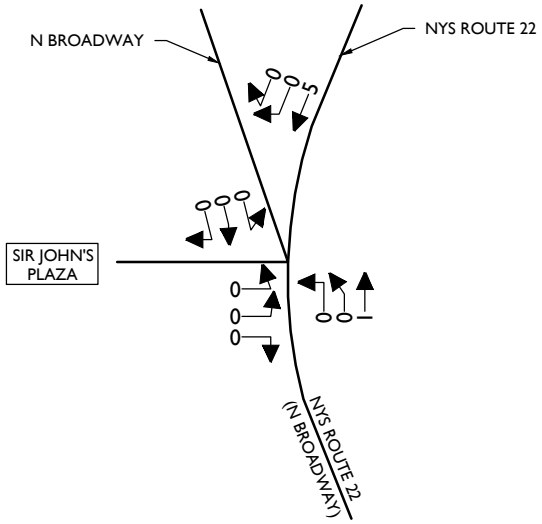
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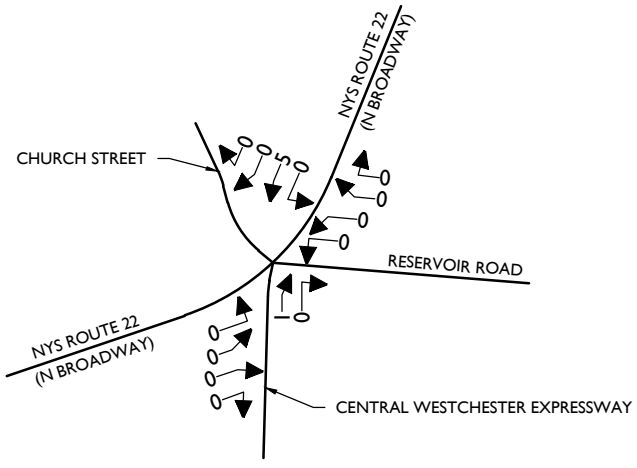
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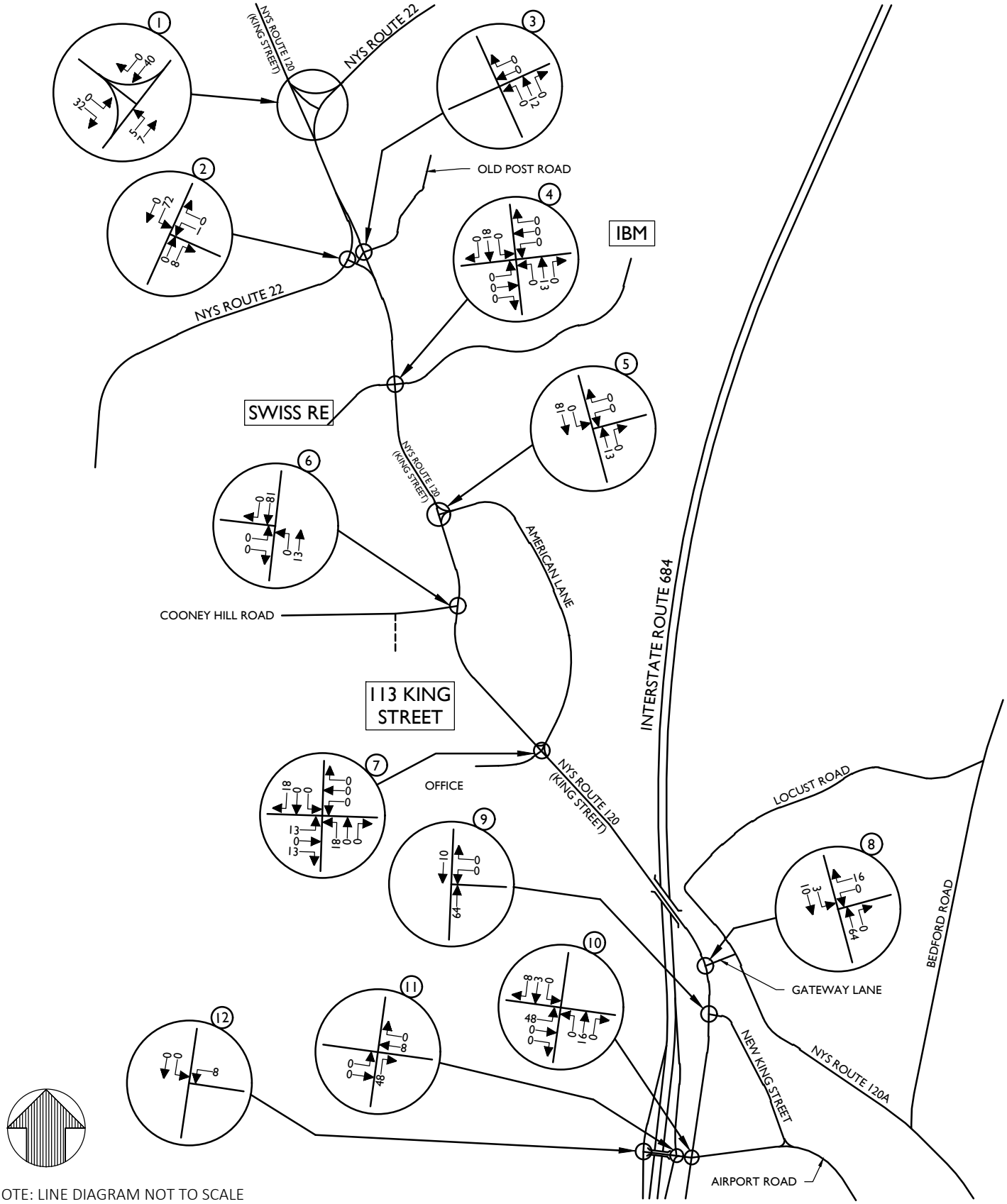
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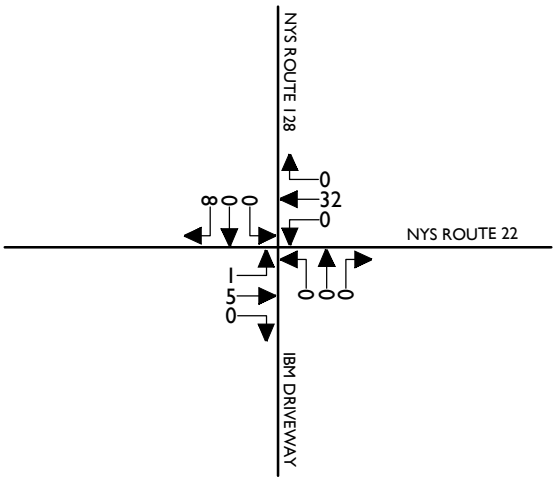
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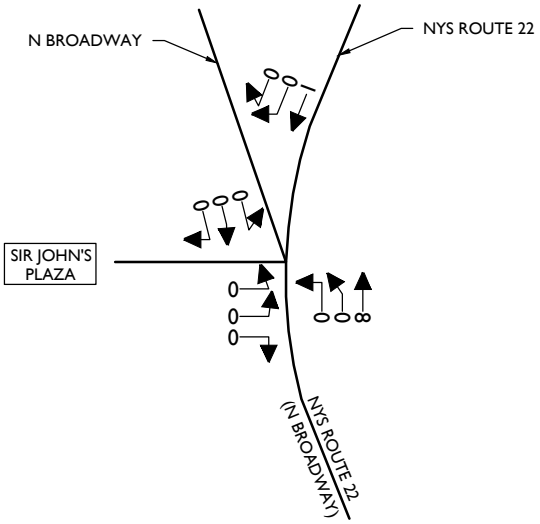
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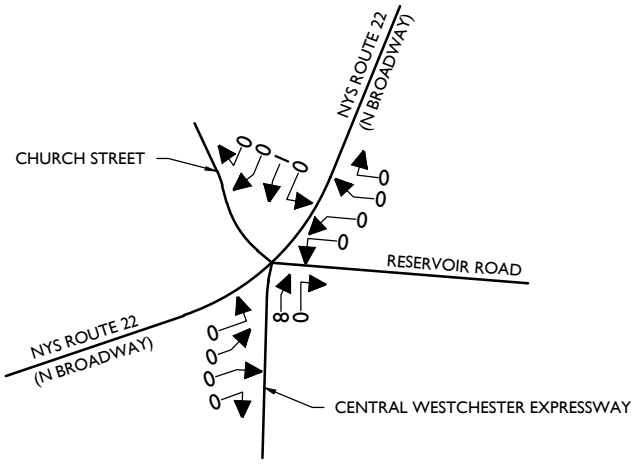
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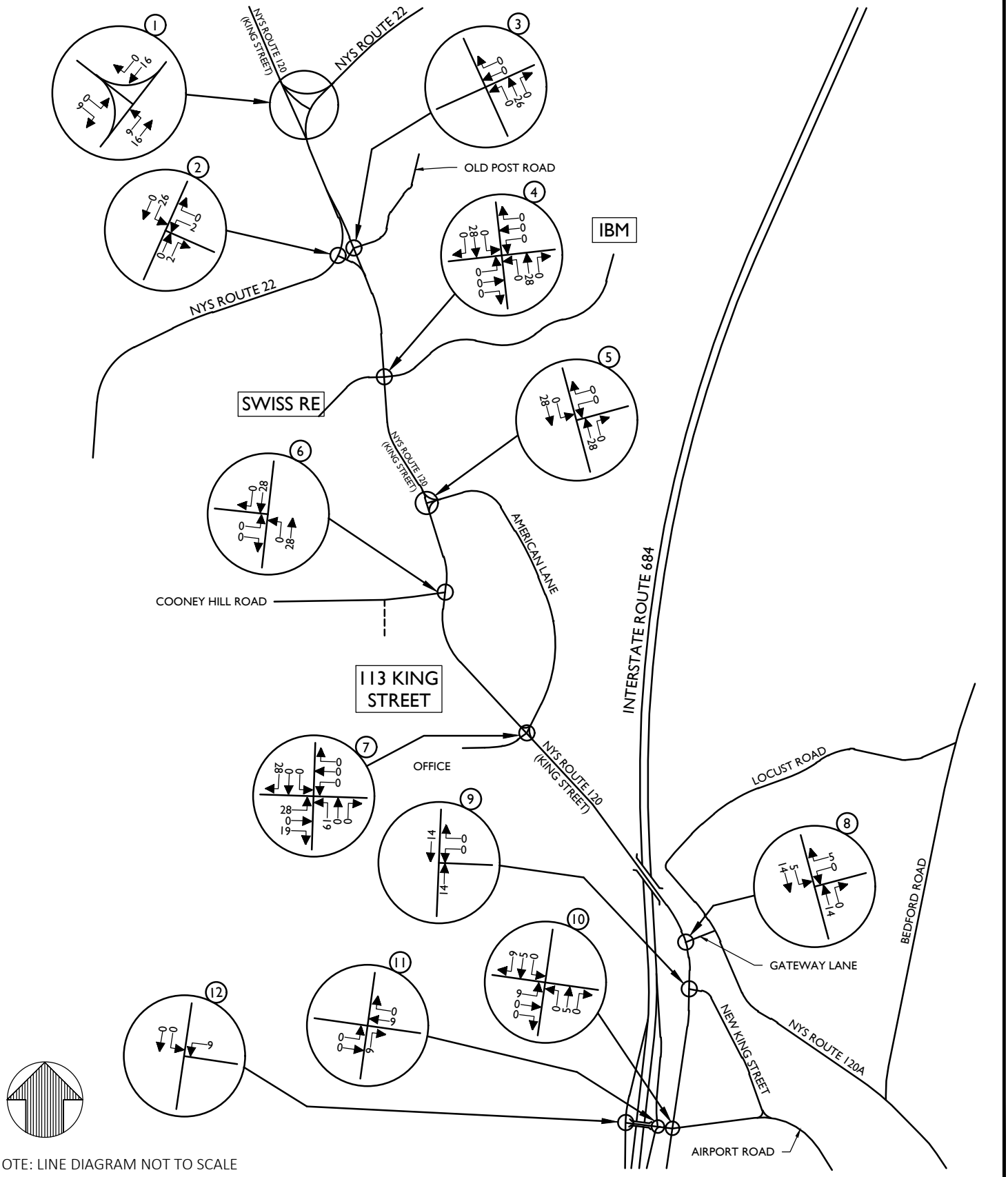
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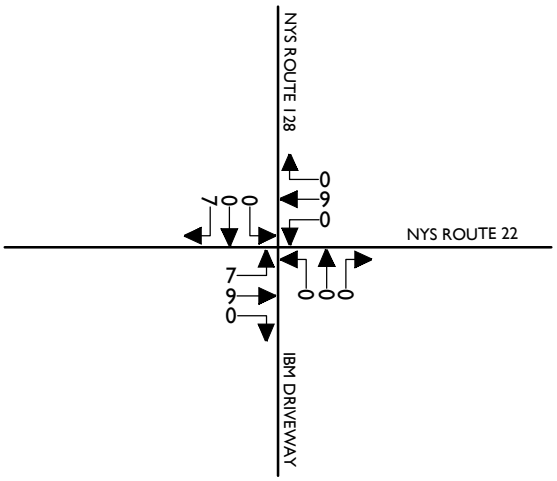
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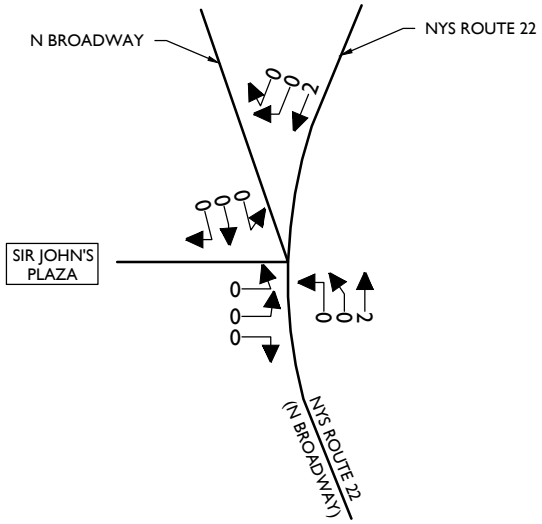
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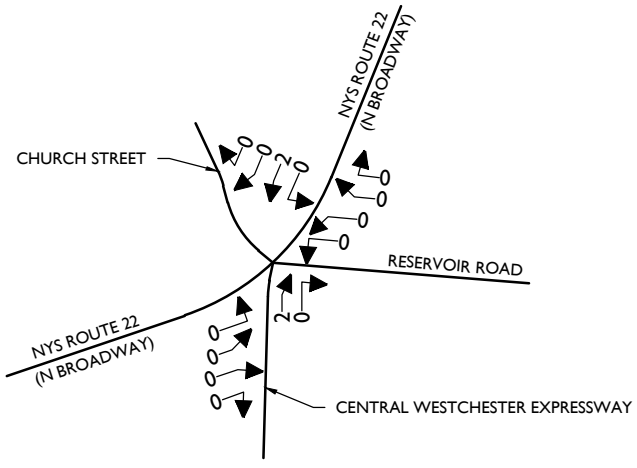
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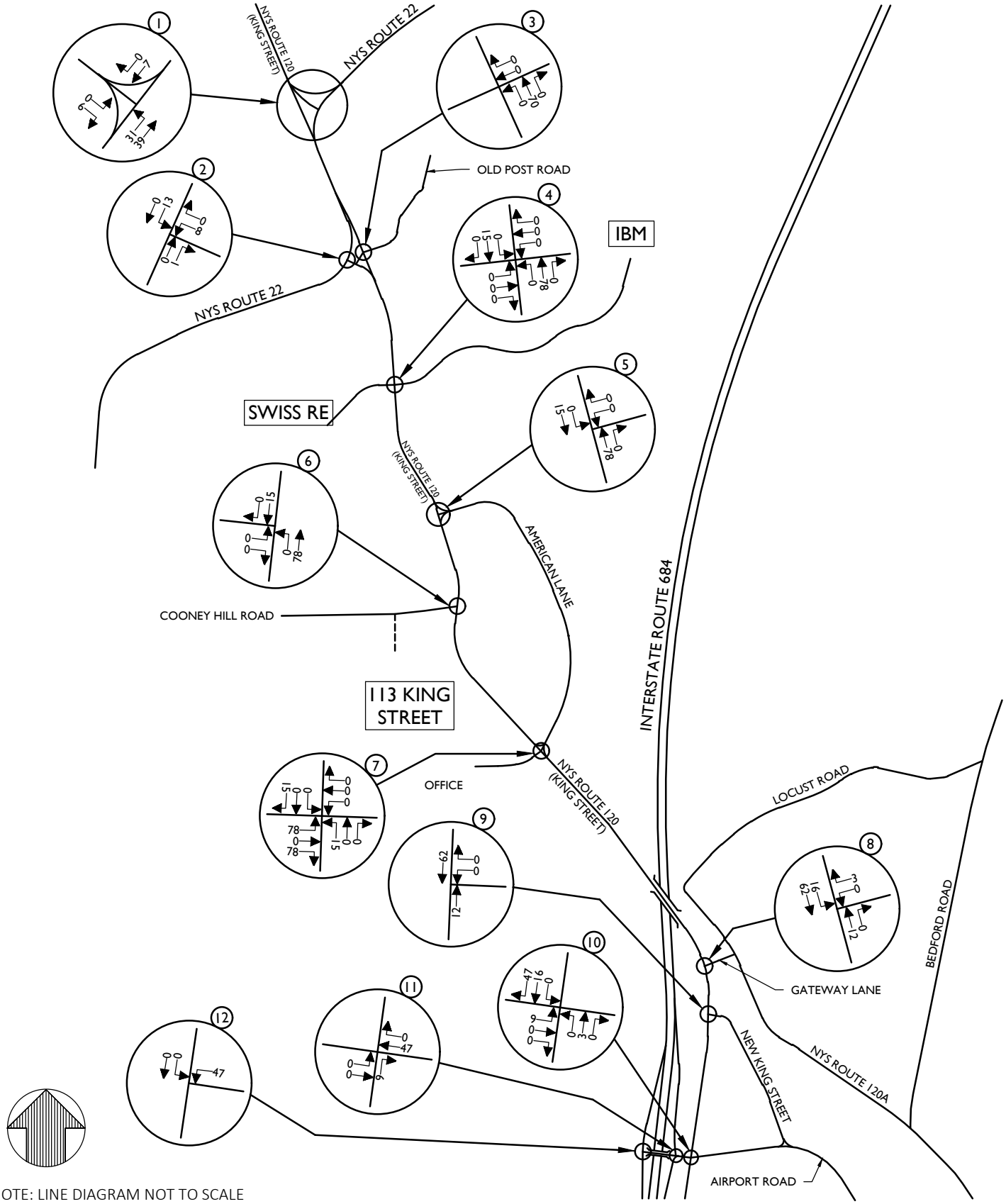
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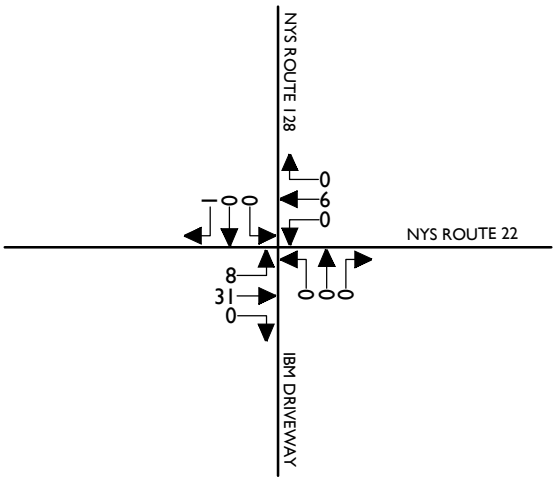
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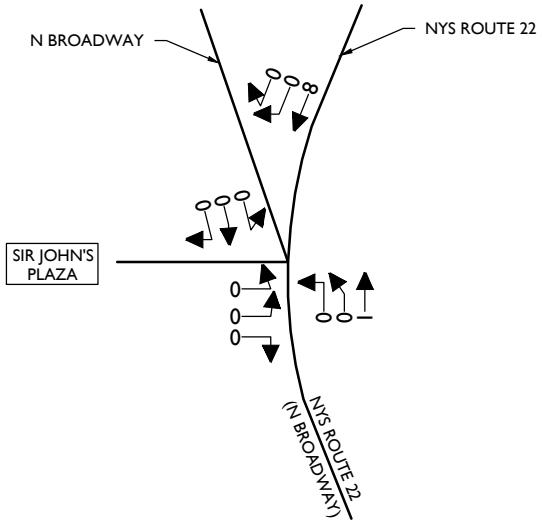
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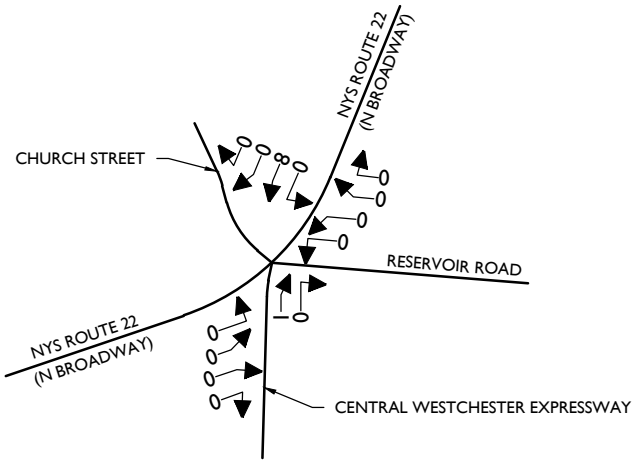
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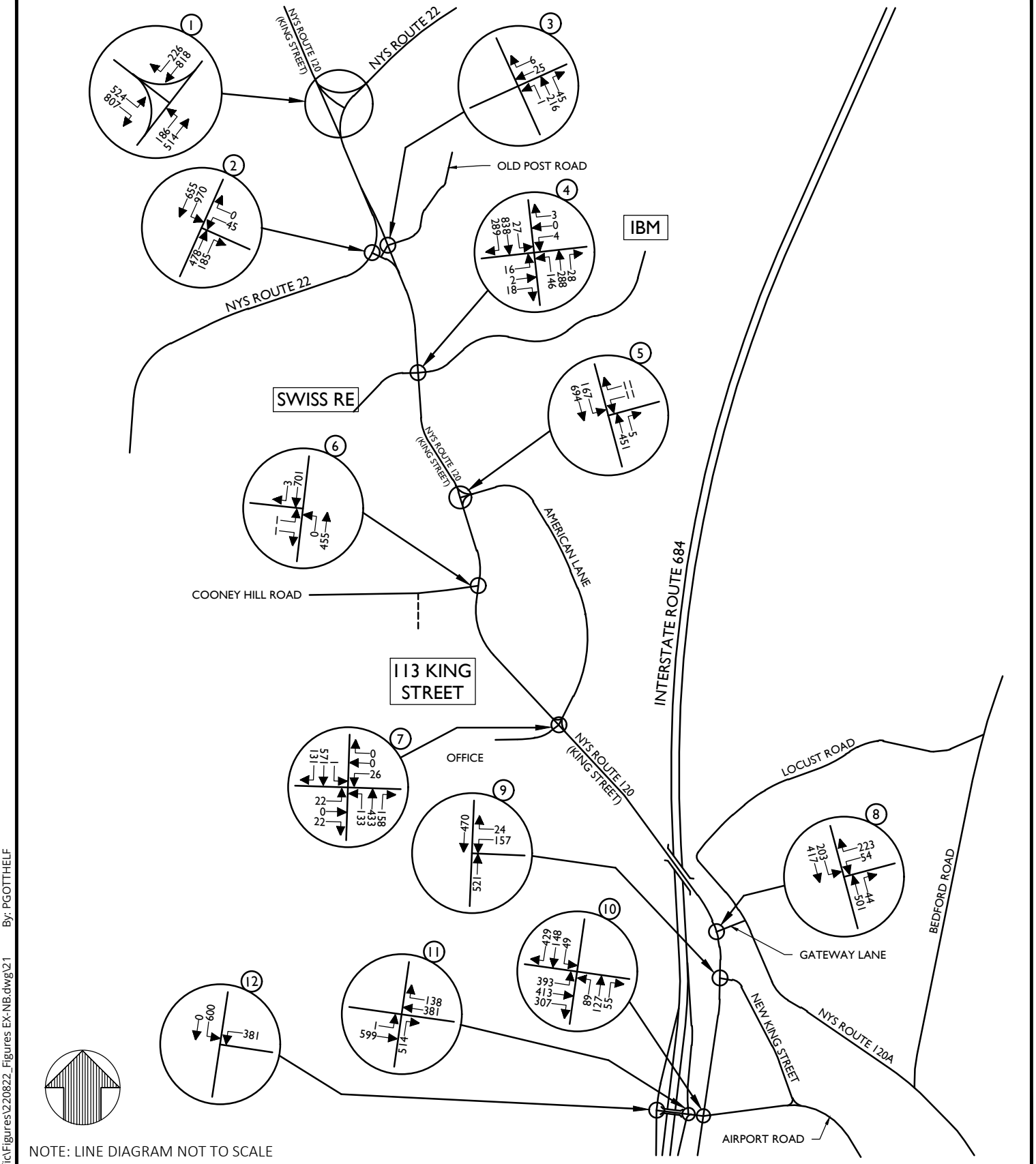
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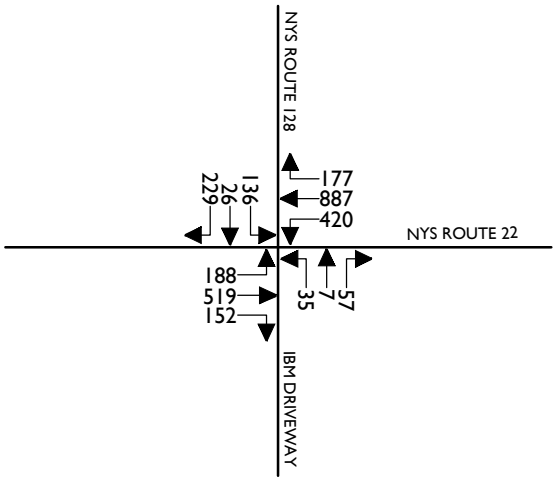
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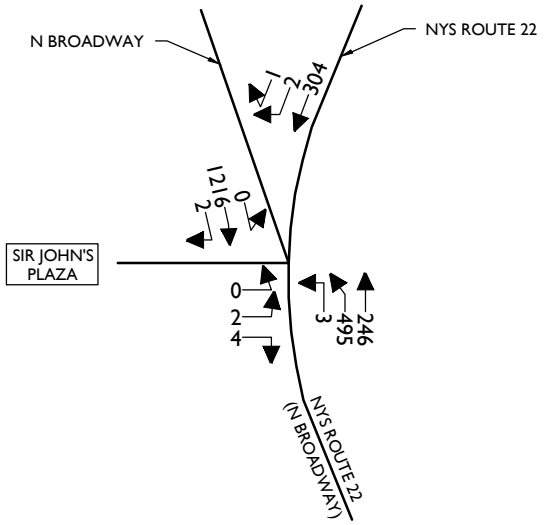
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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 21

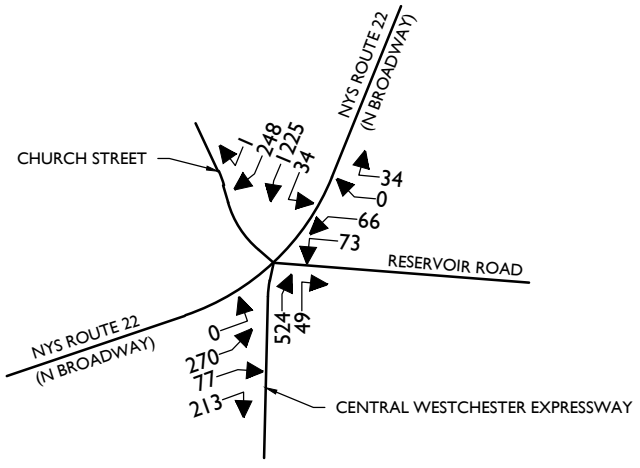
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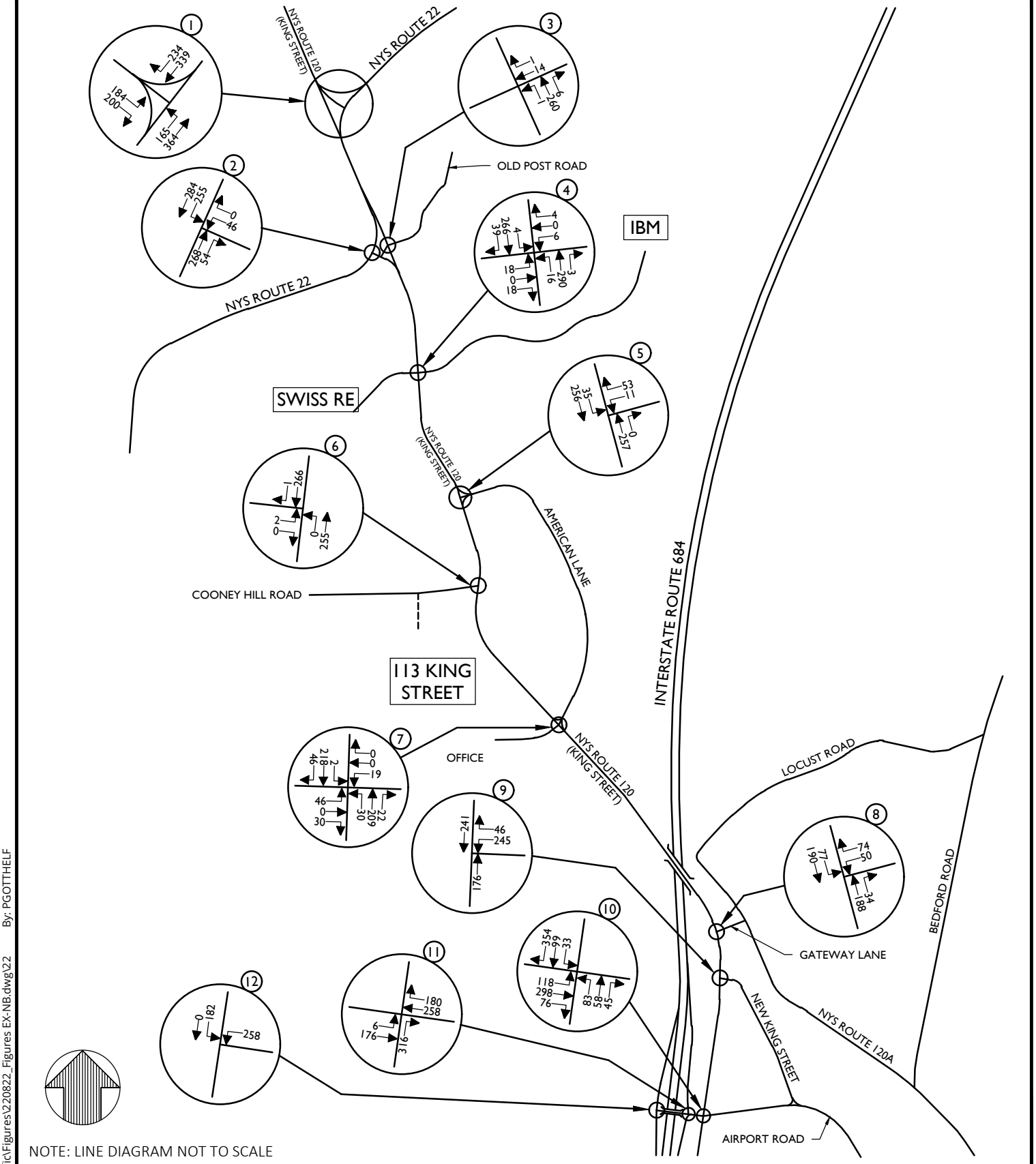
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SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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FIGURE NO. 21-A

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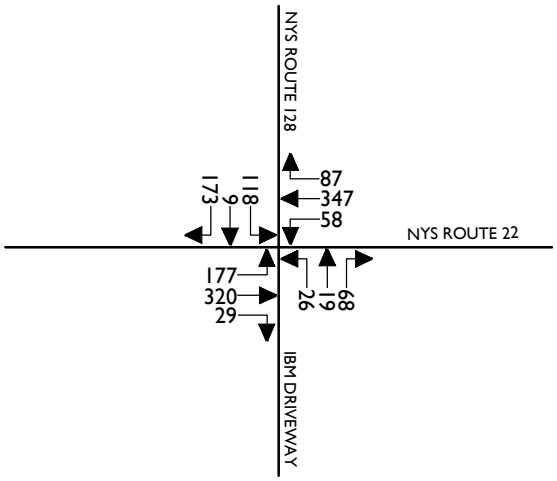
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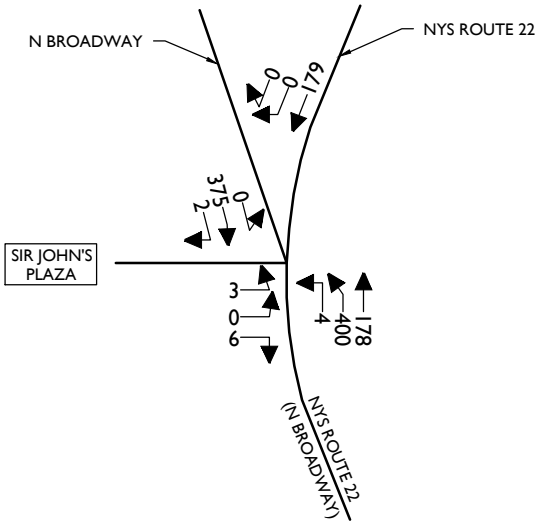
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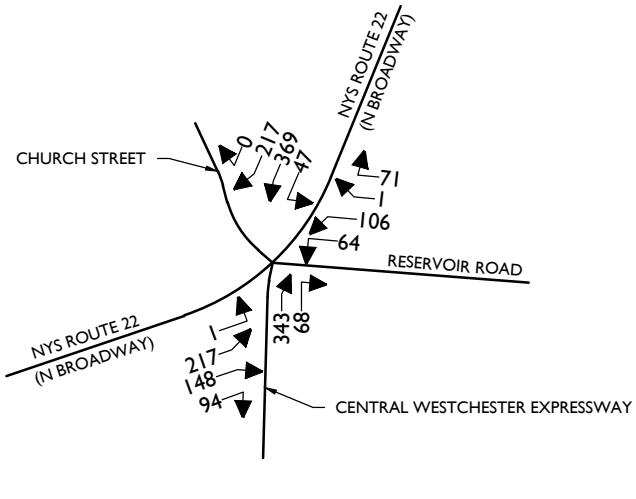
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2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 22

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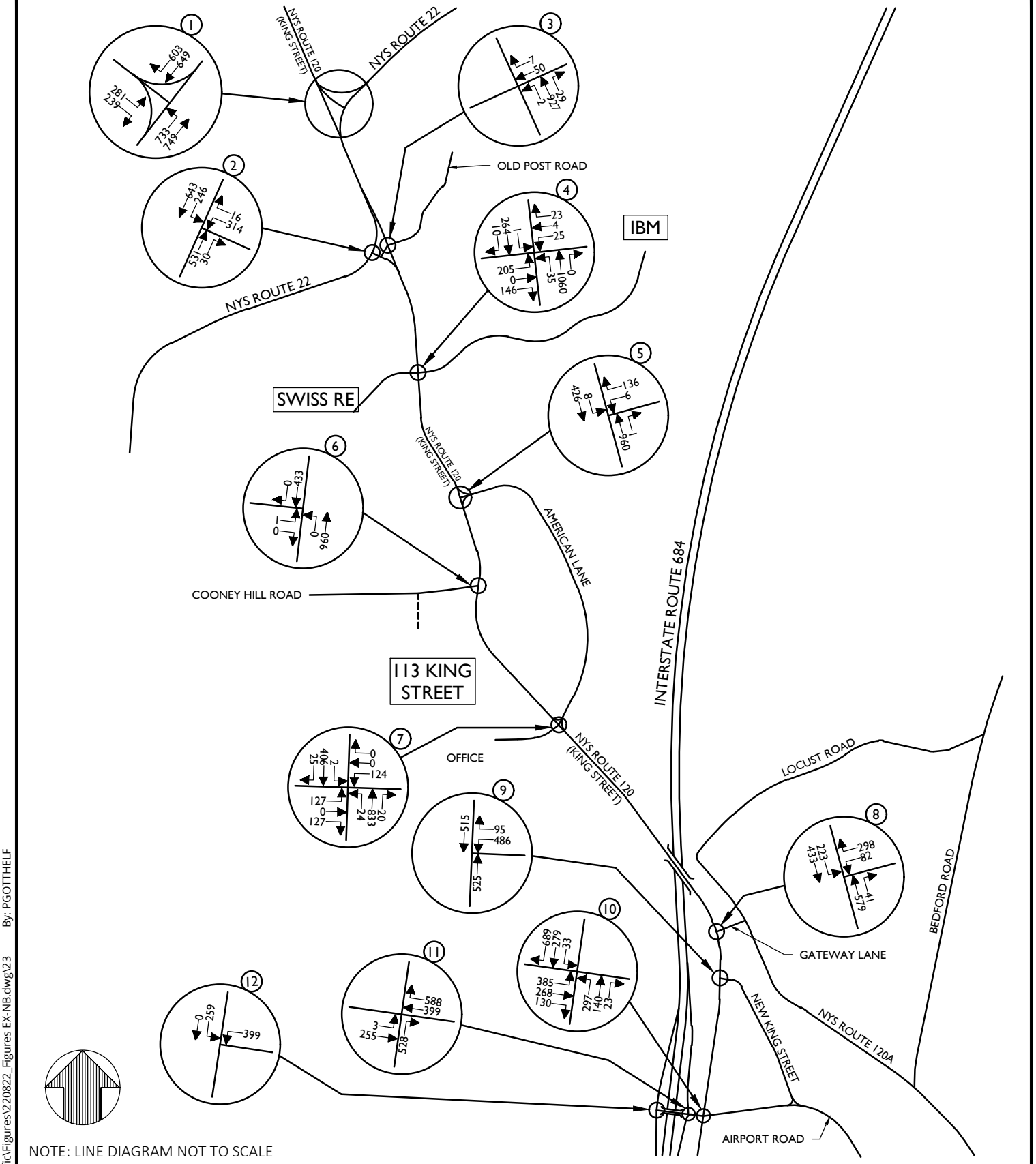
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SHEET TITLE:
2024 NO-BUILD VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 22-A

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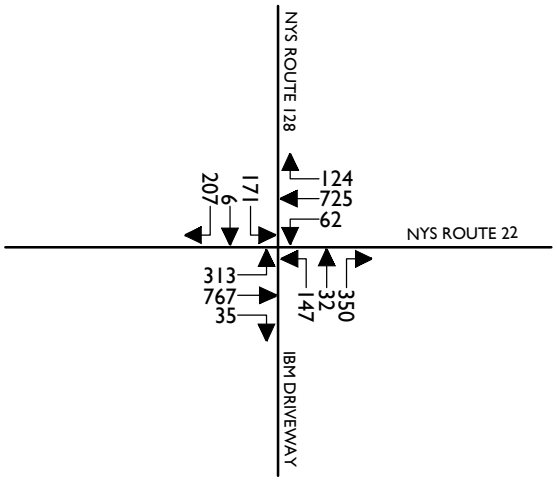
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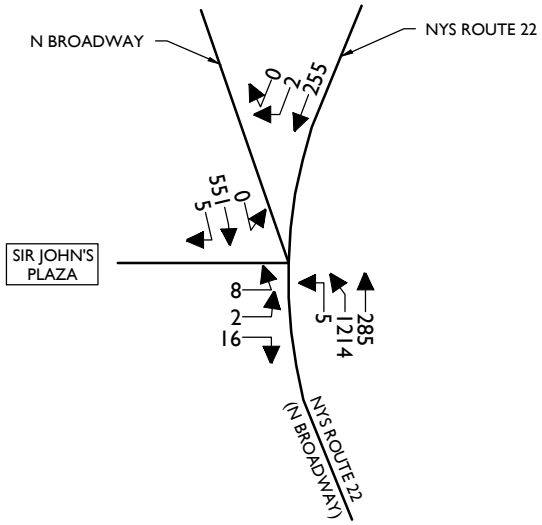
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WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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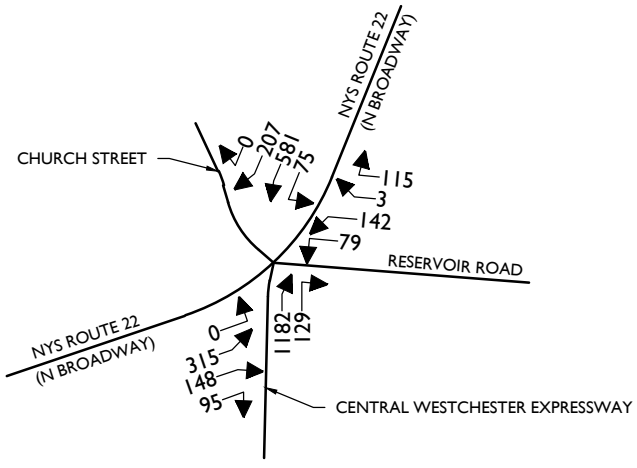
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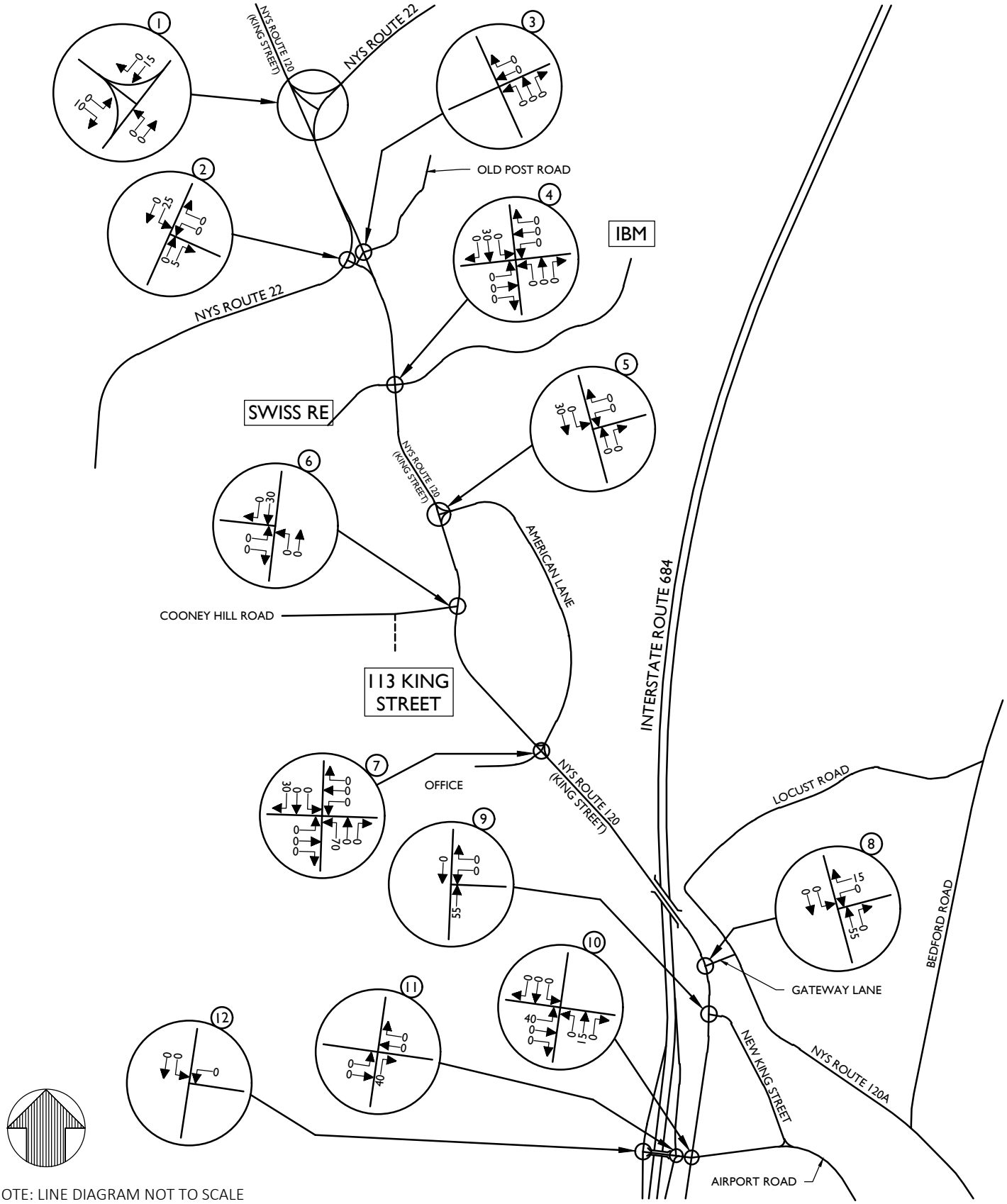
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SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 23-A

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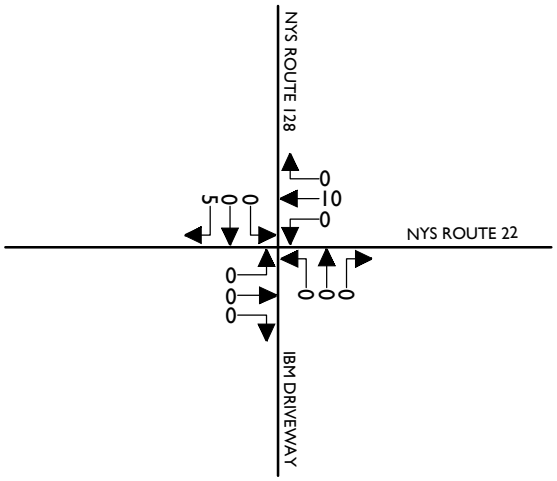
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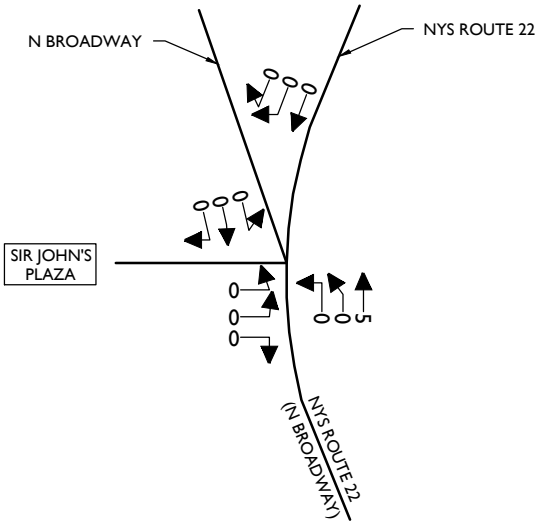
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WEEKDAY PEAK AM / PM HOUR
APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 24

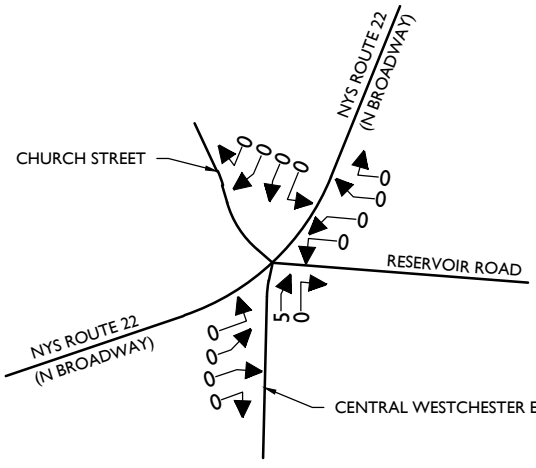
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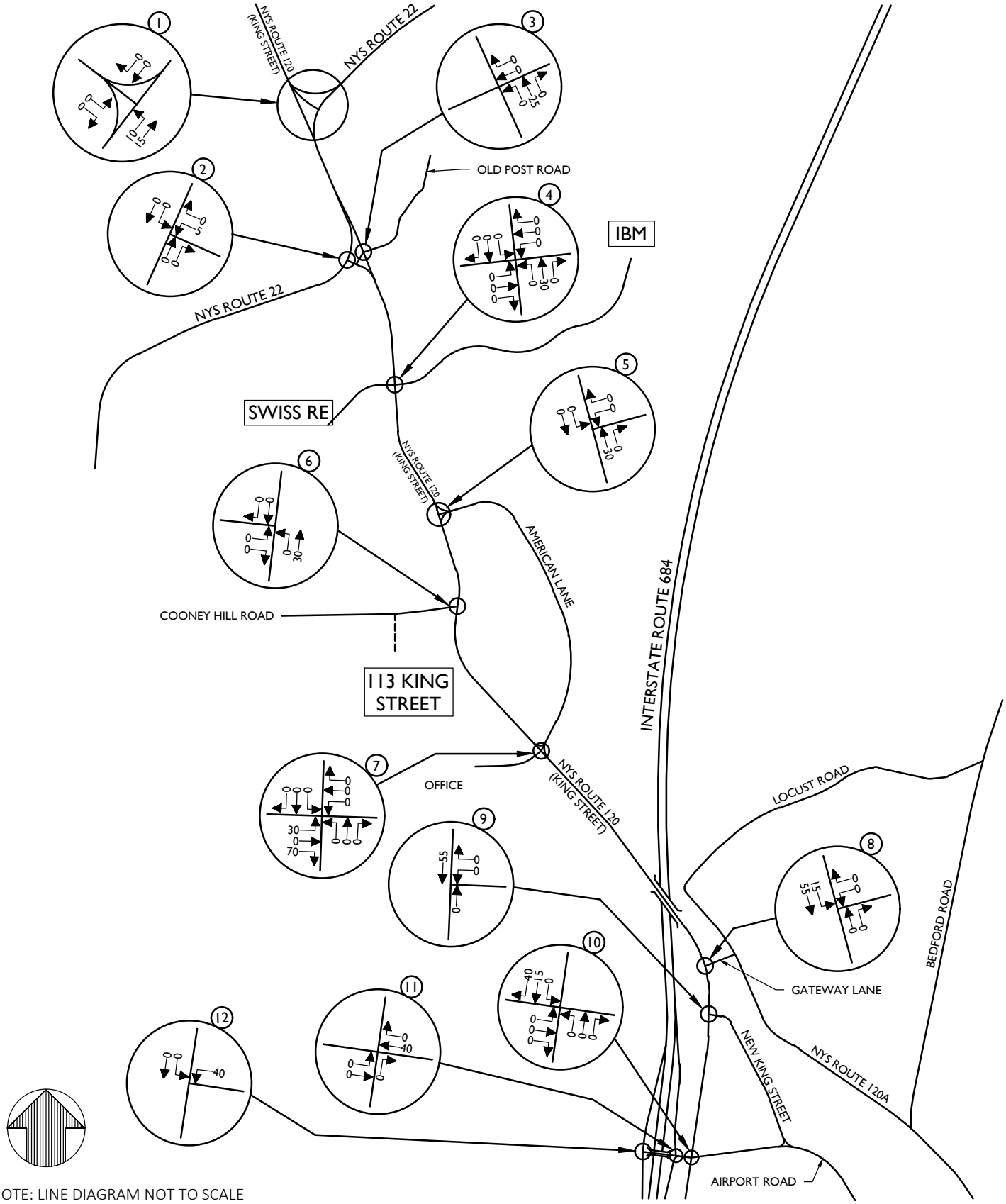
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
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APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 24-A

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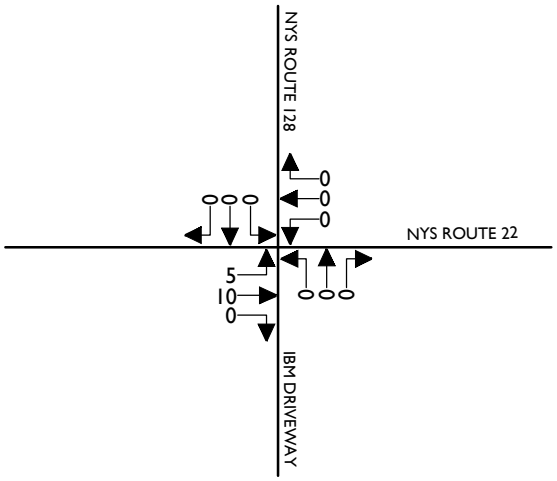
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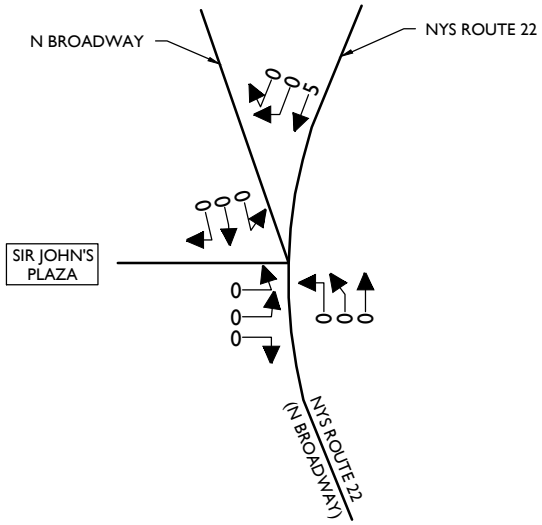
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APARTMENTS
DEPARTURE DISTRIBUTION

SHEET NUMBER:
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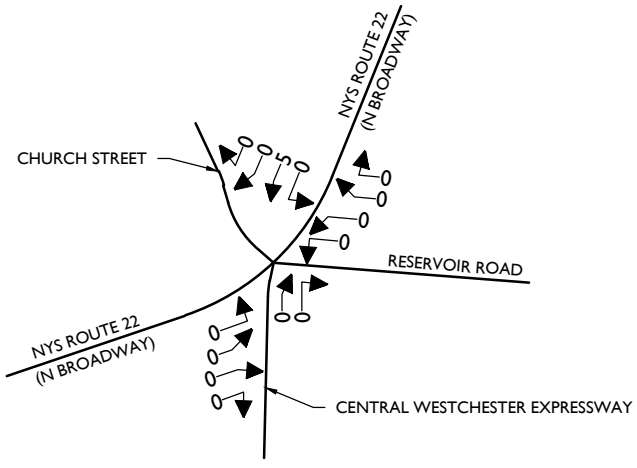
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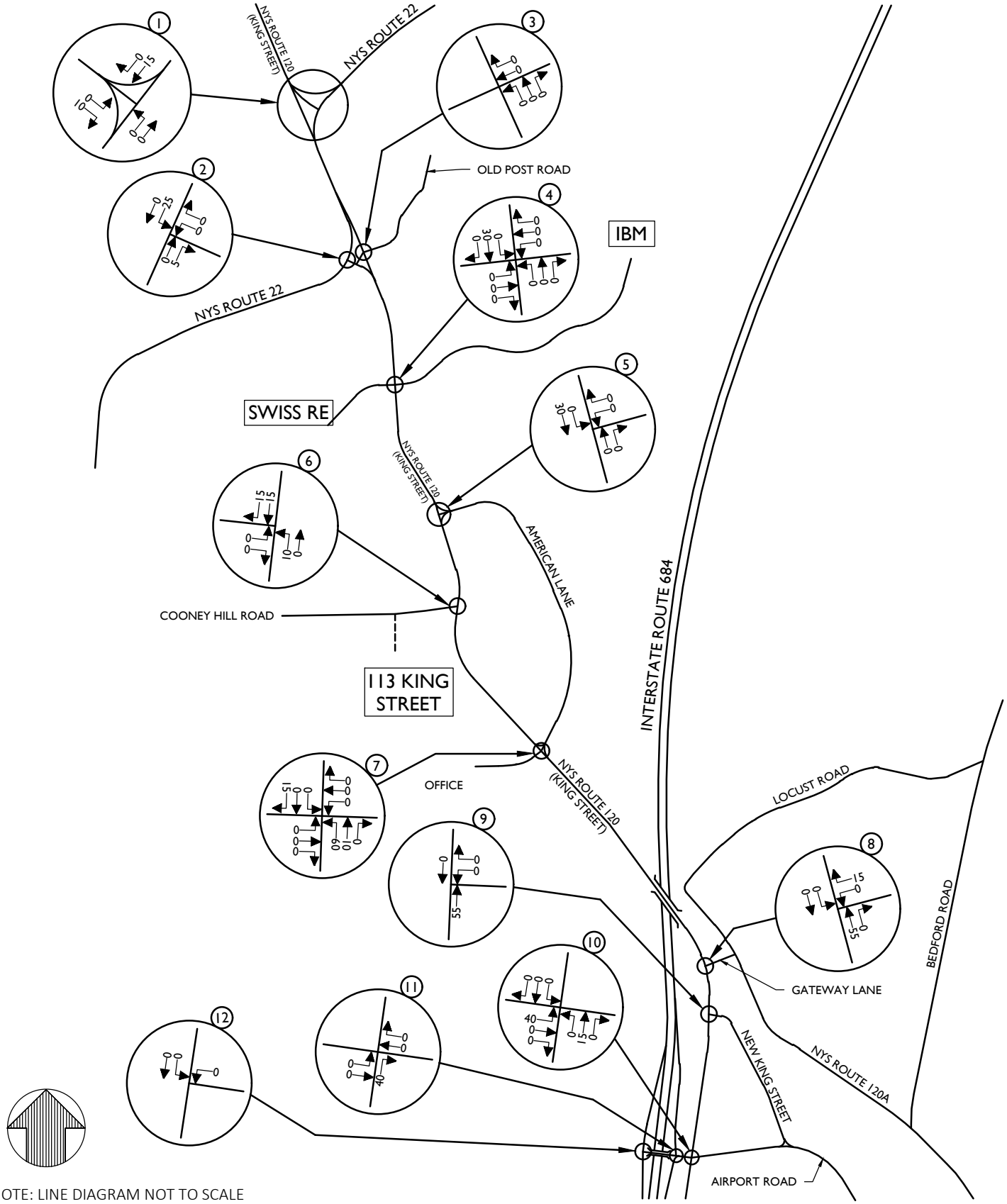
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
APARTMENTS
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 25-A

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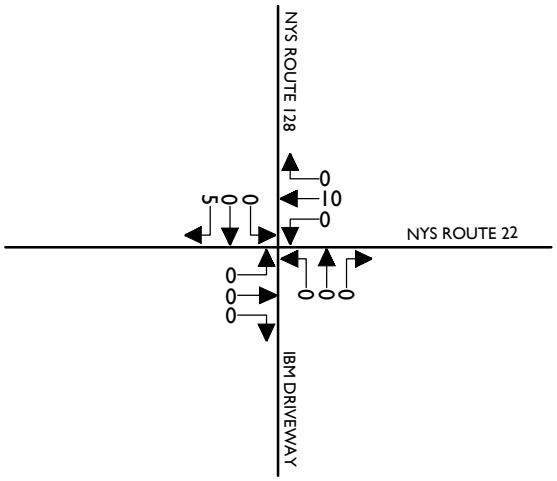
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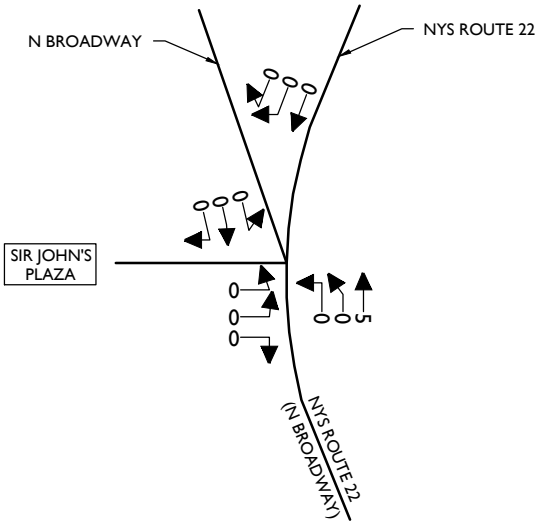
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TOWNHOUSES
ARRIVAL DISTRIBUTION

SHEET NUMBER:
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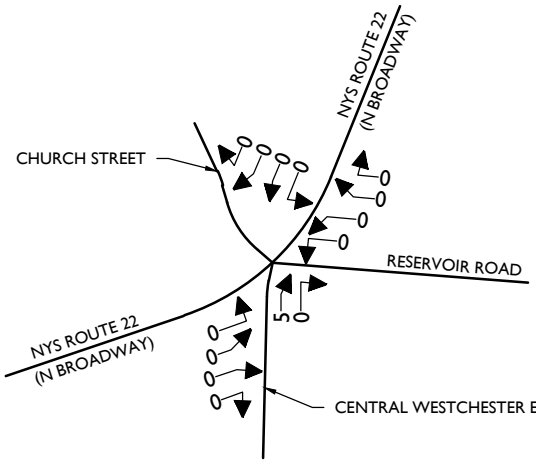
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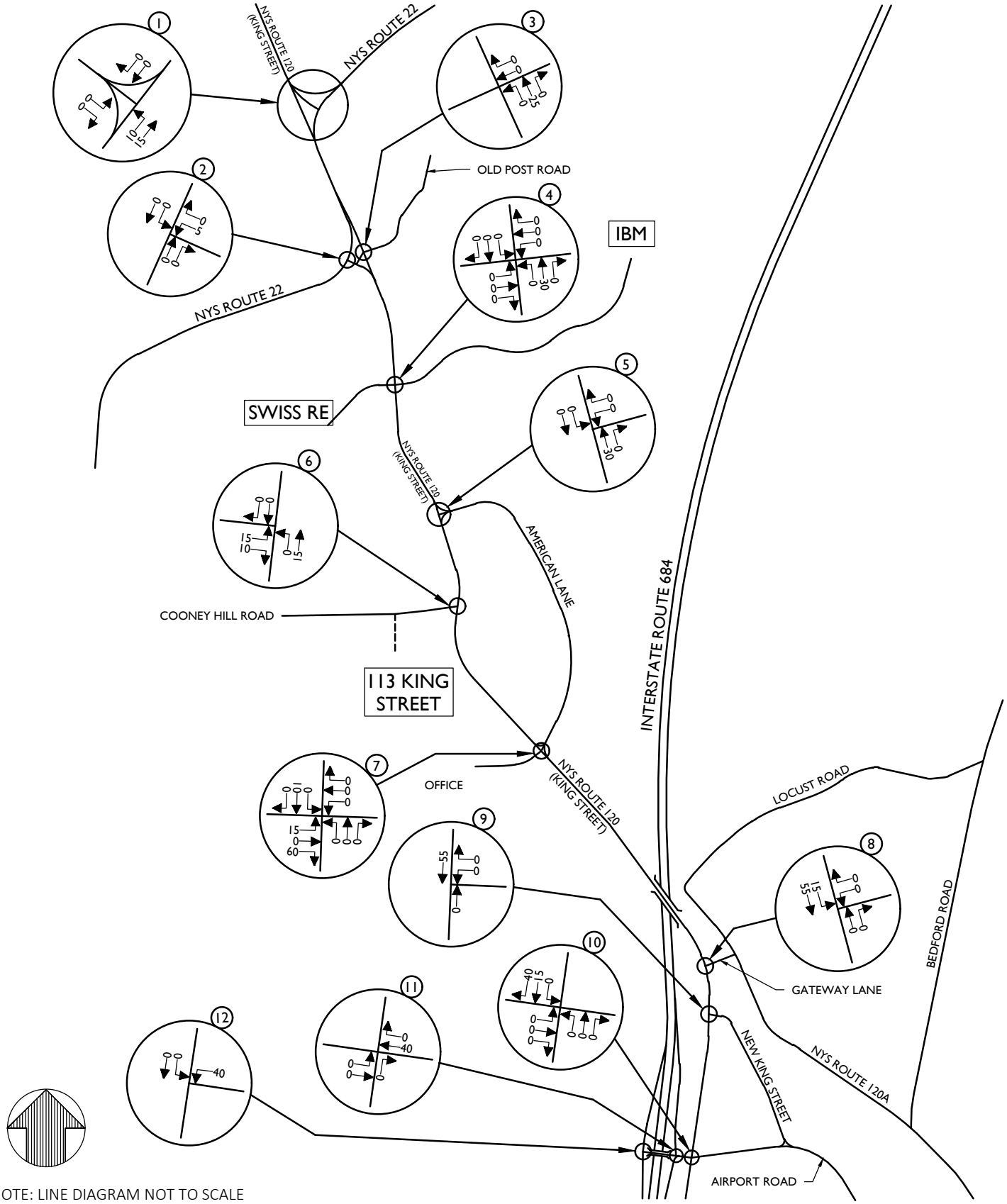
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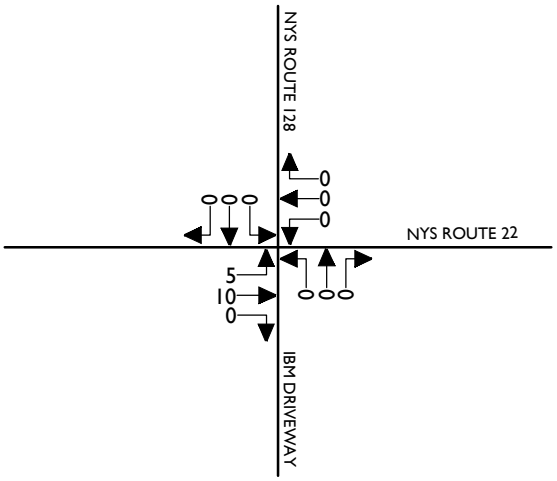
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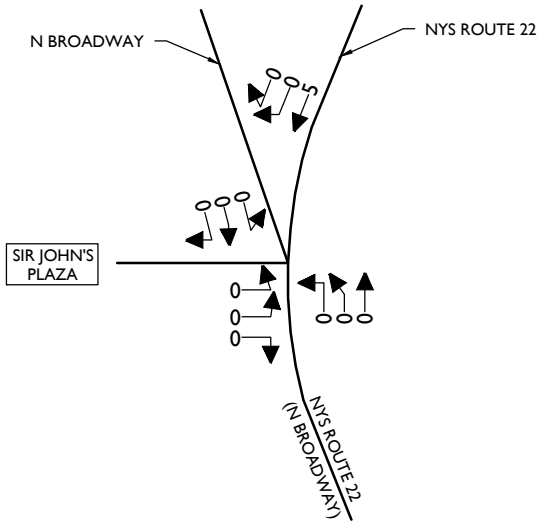
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TOWNHOUSES
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 27

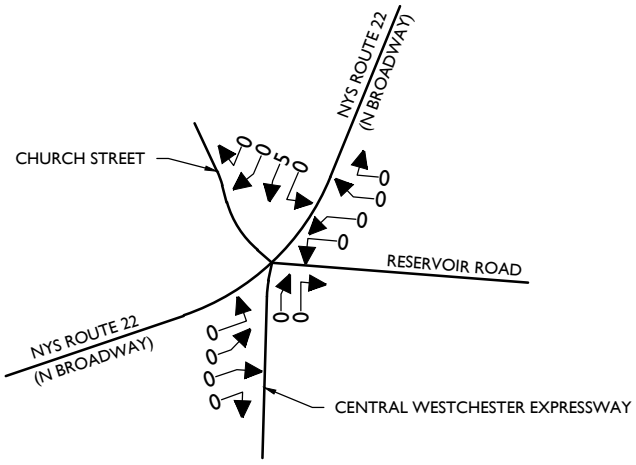
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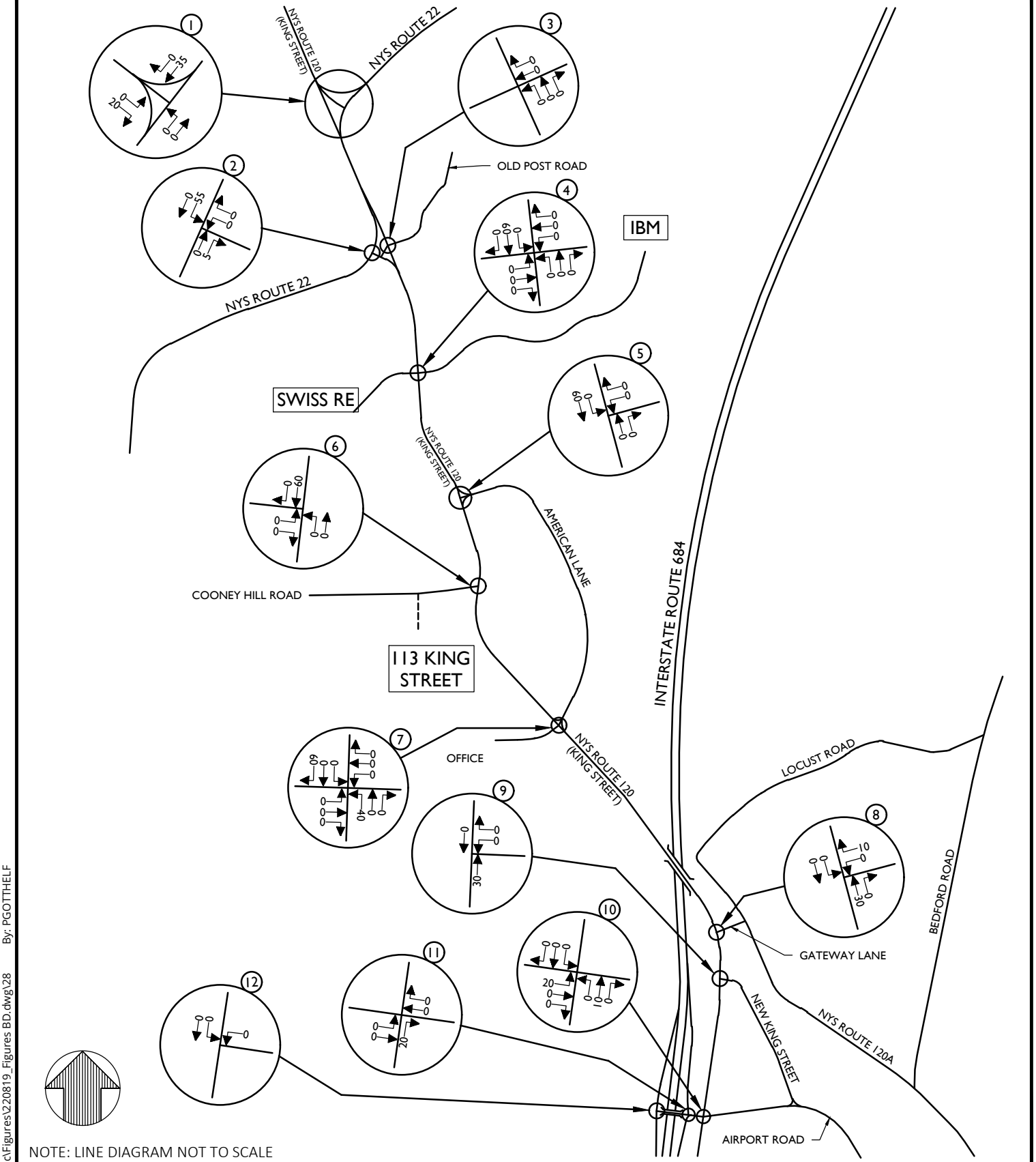
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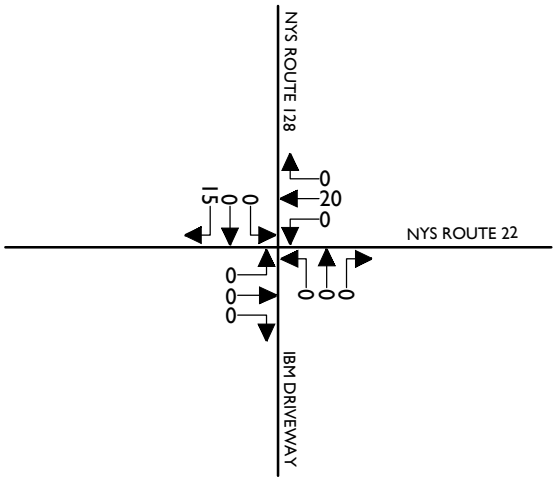
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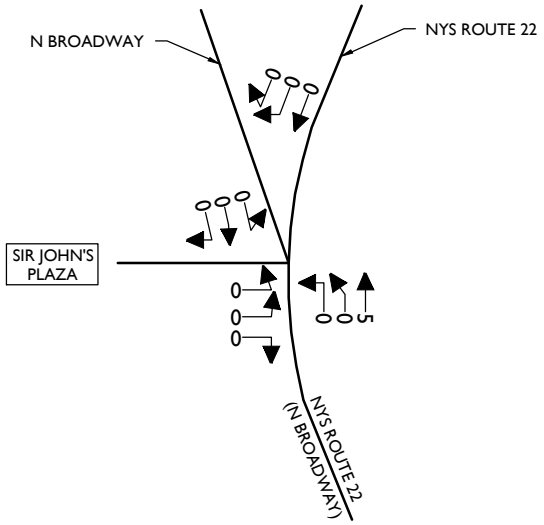
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WEEKDAY PEAK MIDDAY HOUR
APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 28

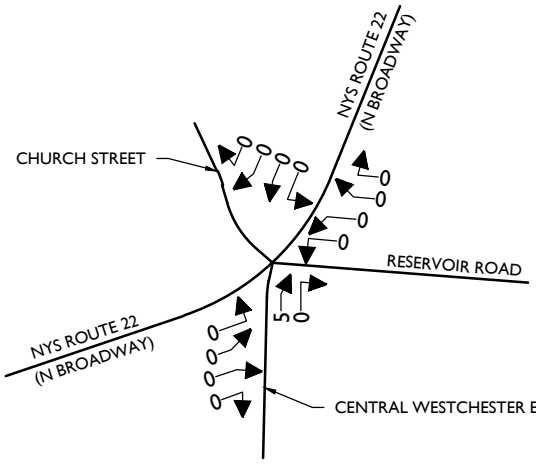
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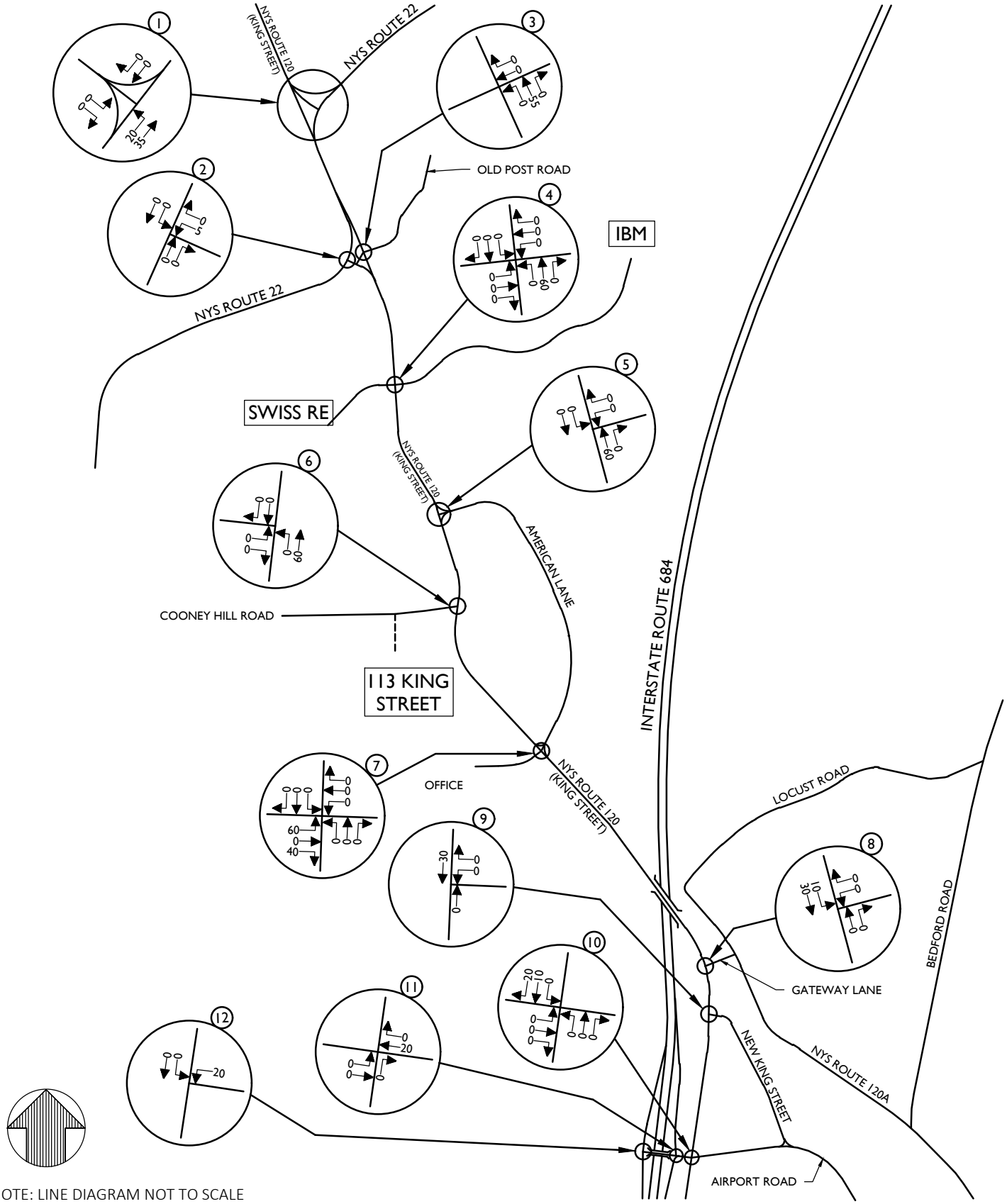
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APARTMENTS
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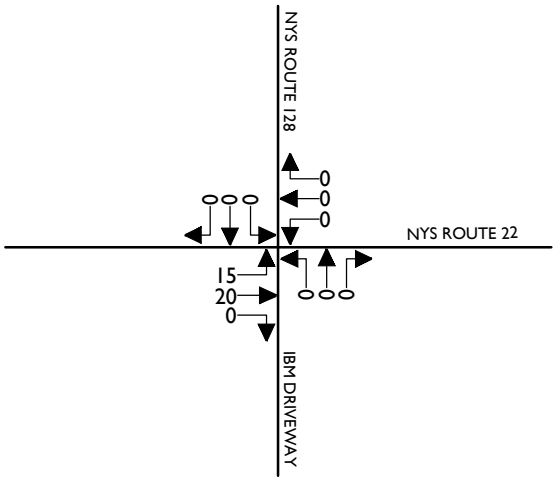
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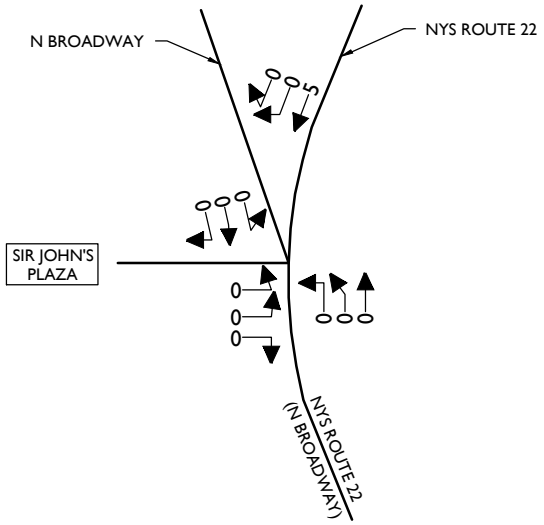
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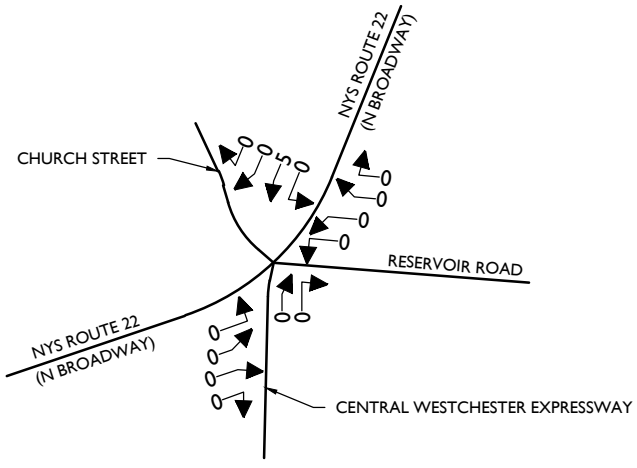
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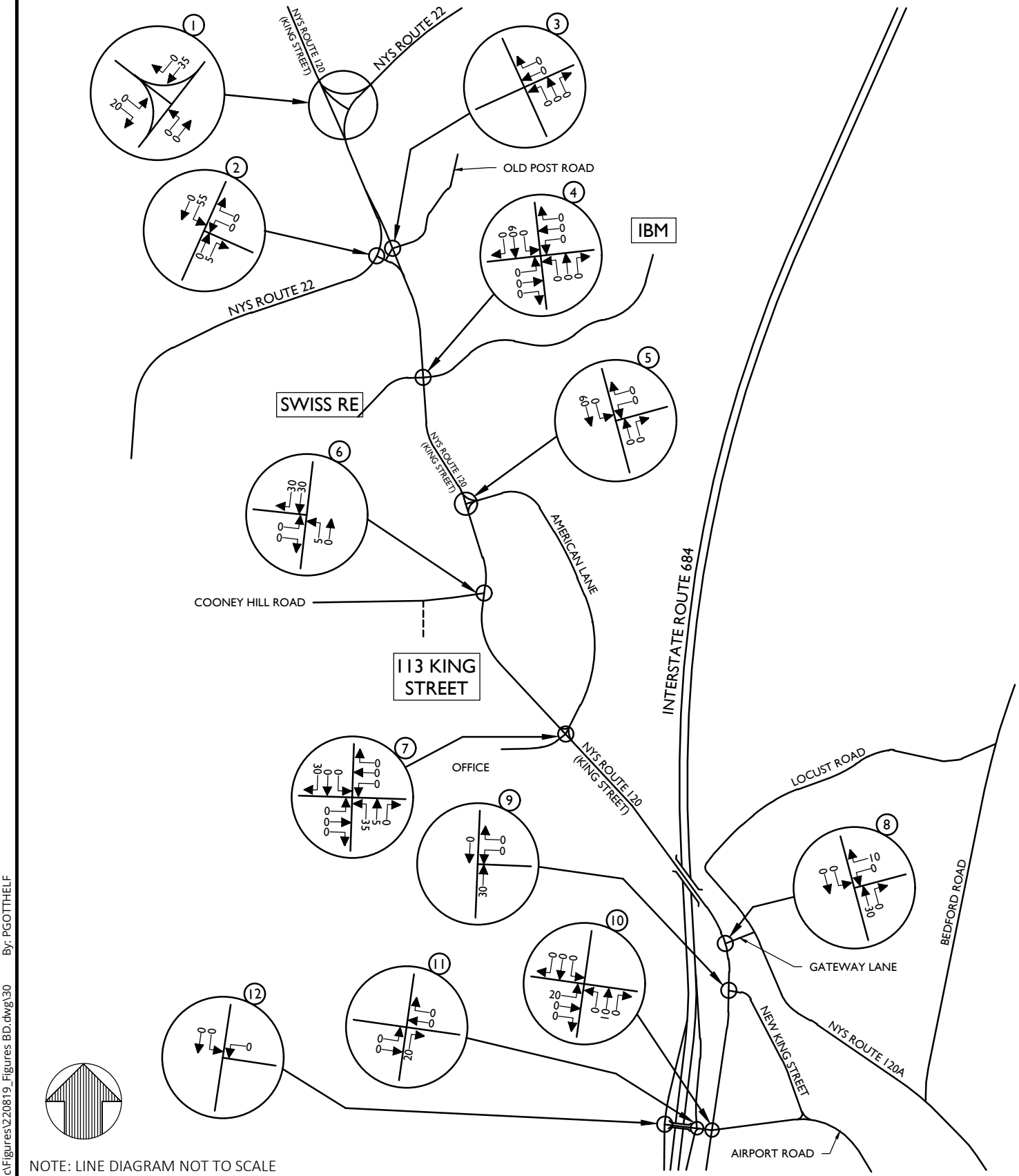
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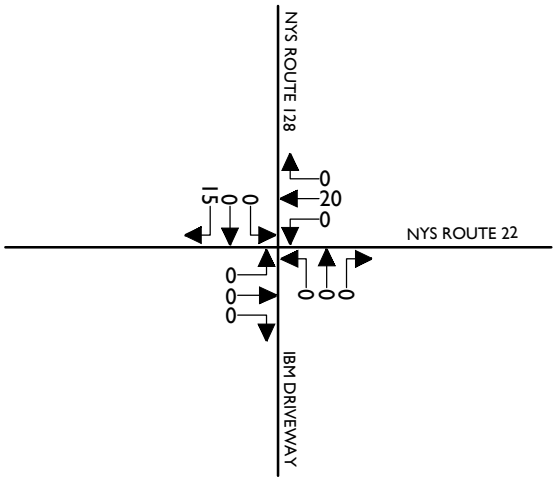
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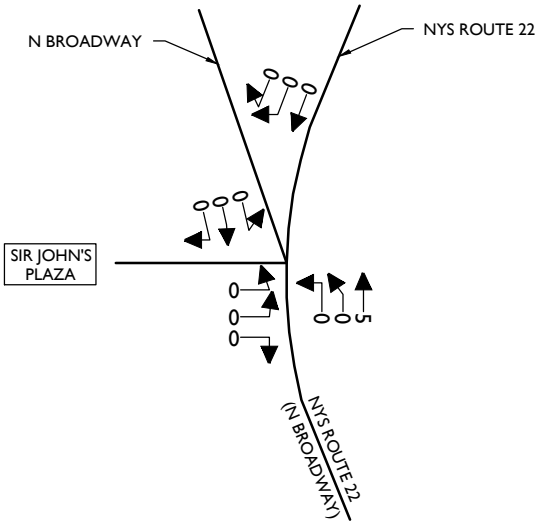
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TOWNHOUSES
ARRIVAL DISTRIBUTION

SHEET NUMBER:
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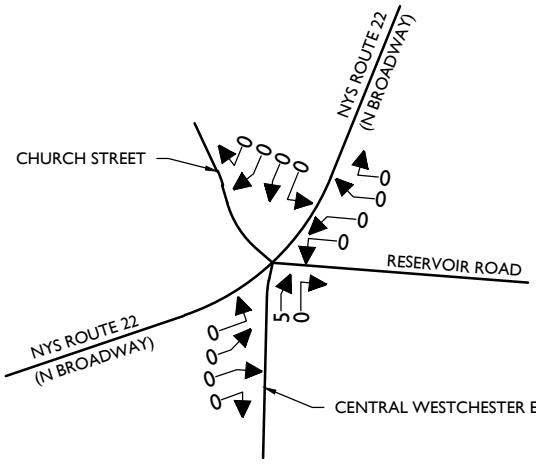
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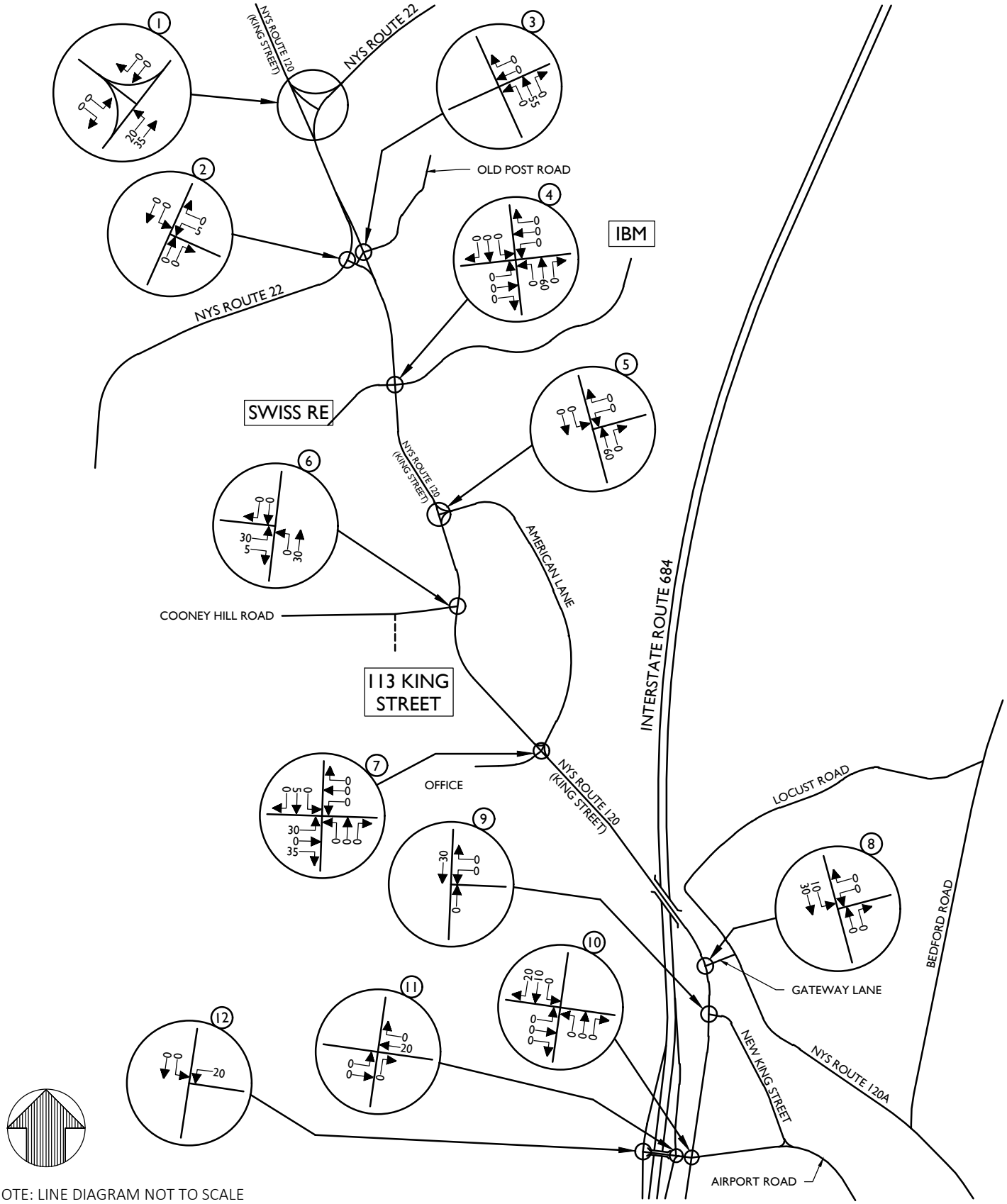
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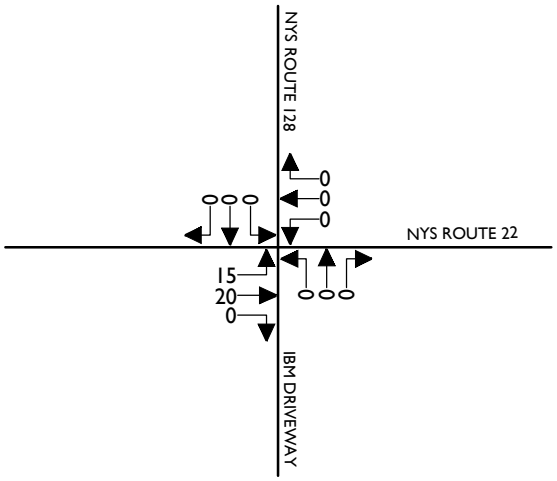
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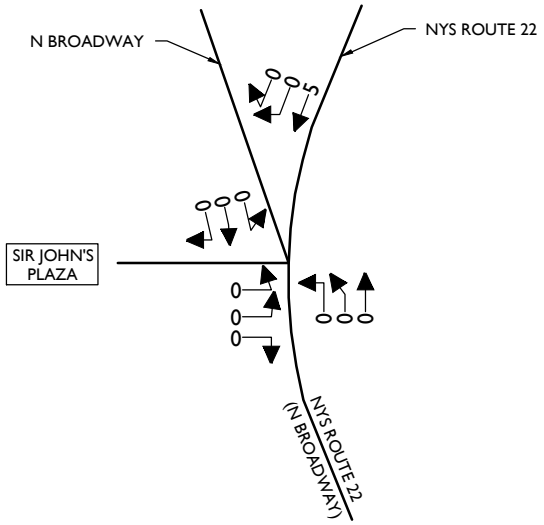
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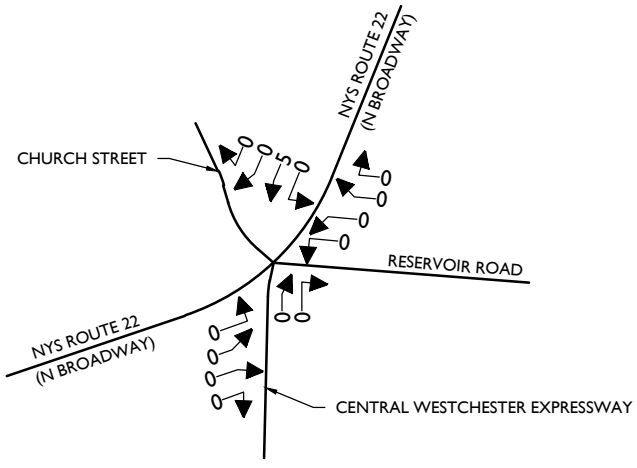
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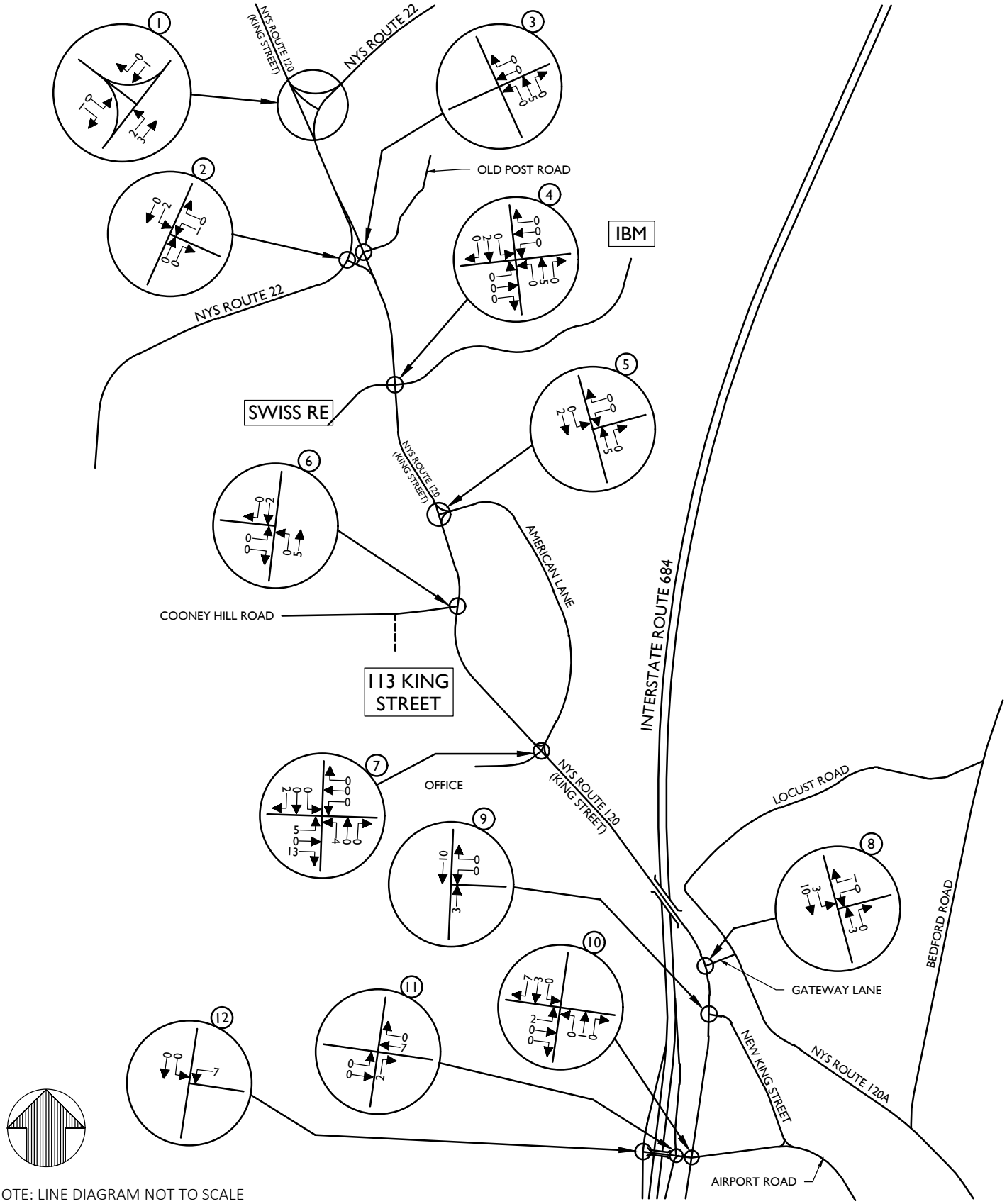
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FIGURE NO. 31-A

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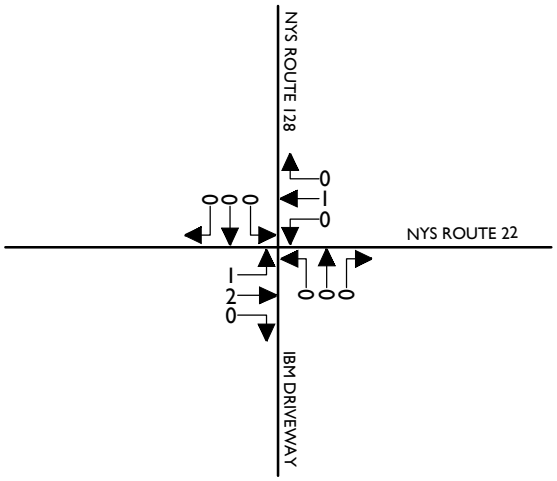
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SHEET TITLE:
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

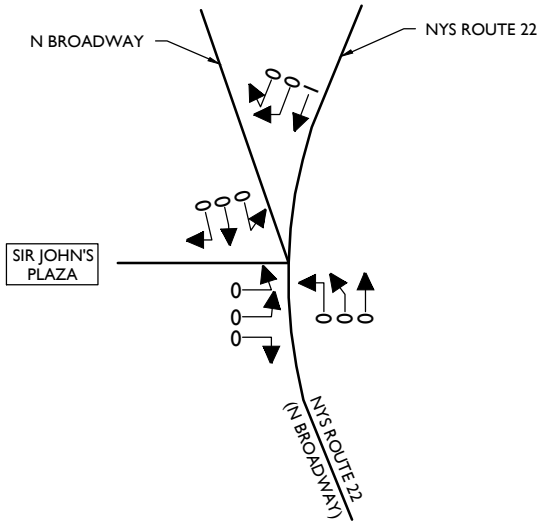
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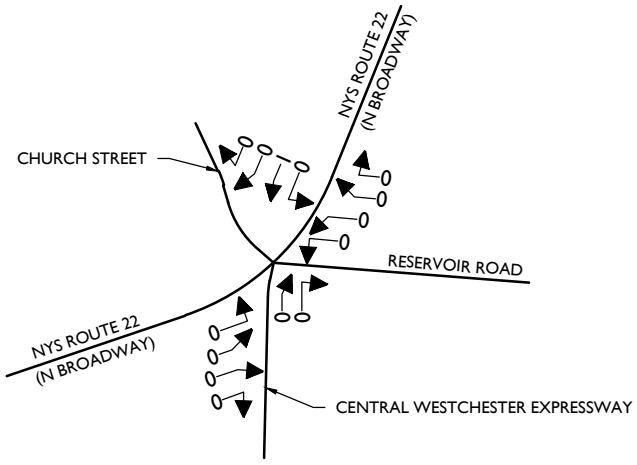
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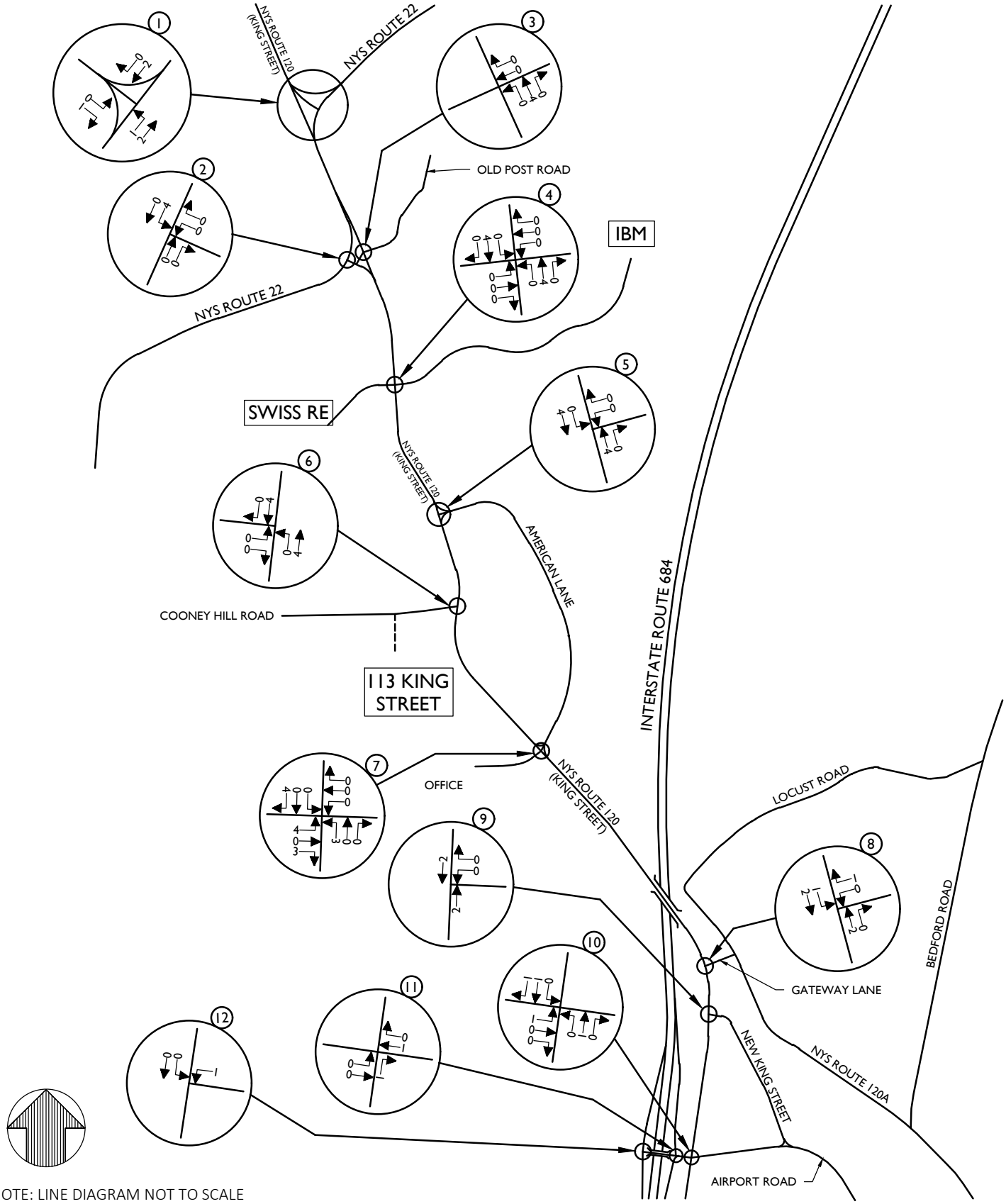
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APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 35-A

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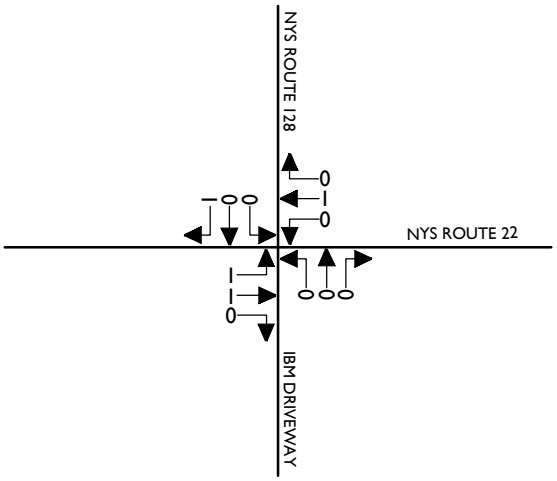
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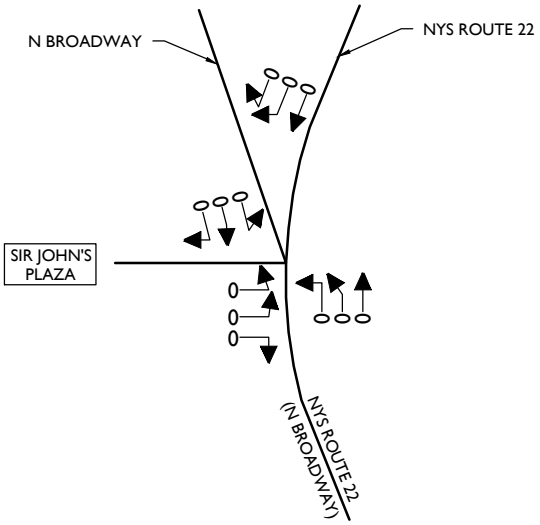
SHEET TITLE:
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 36

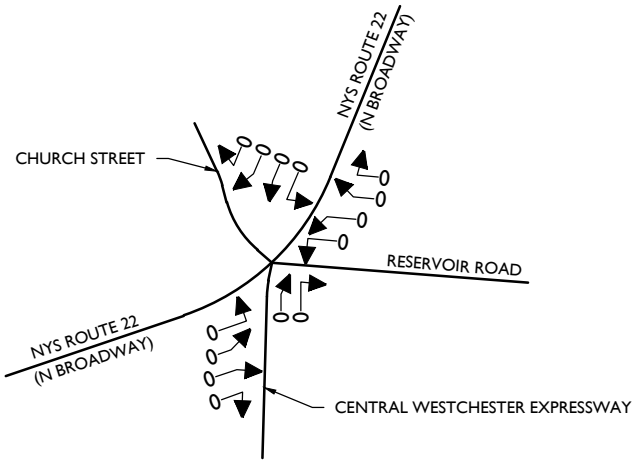
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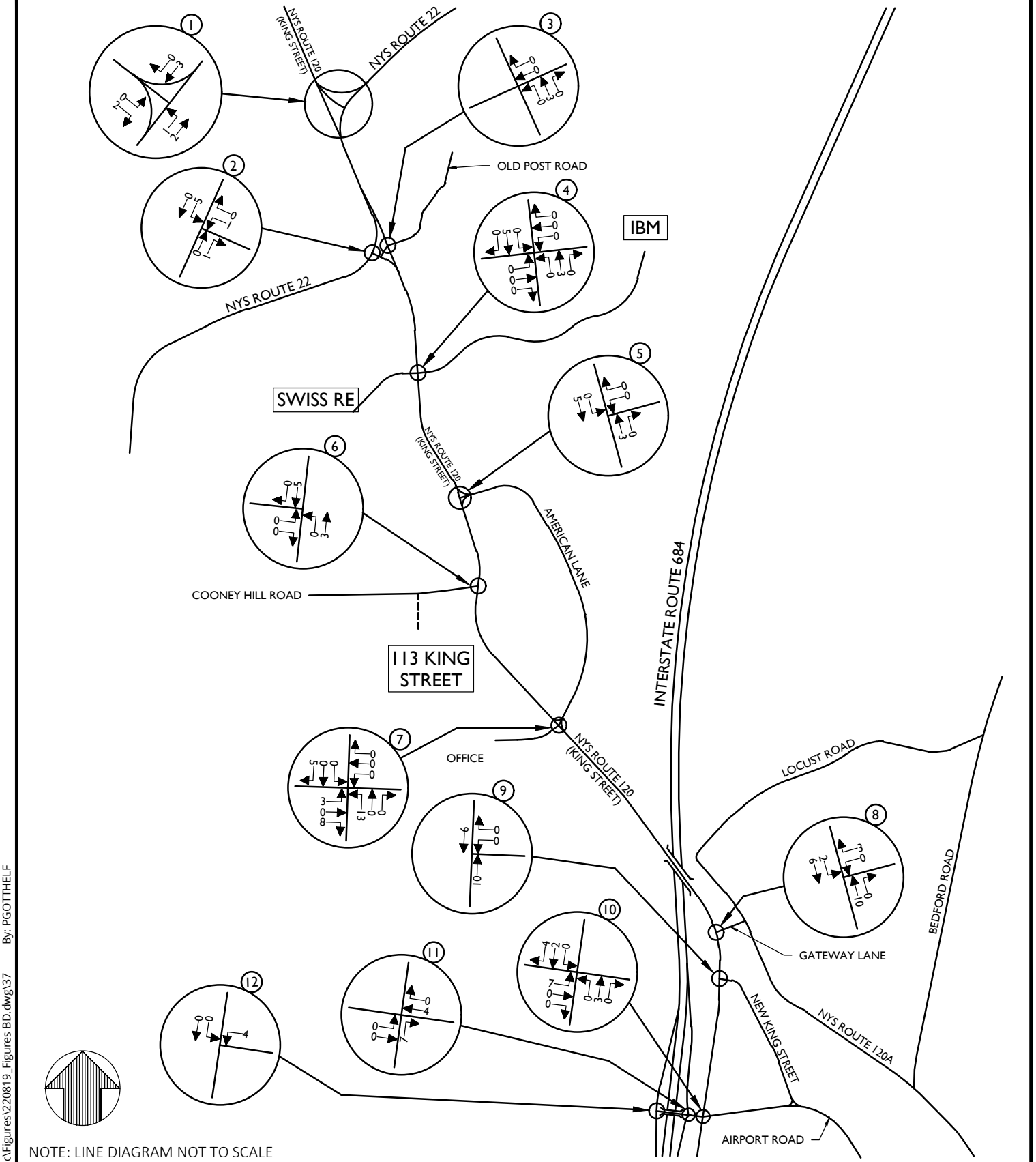
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PROJECT NUMBER:	DRAWING NAME:
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 36-A

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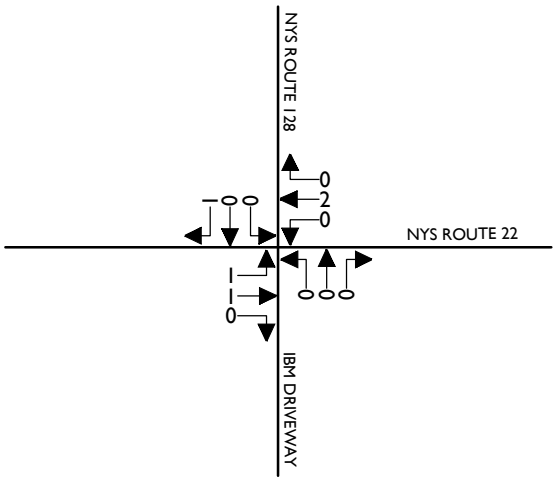
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WEEKDAY PEAK PM HOUR

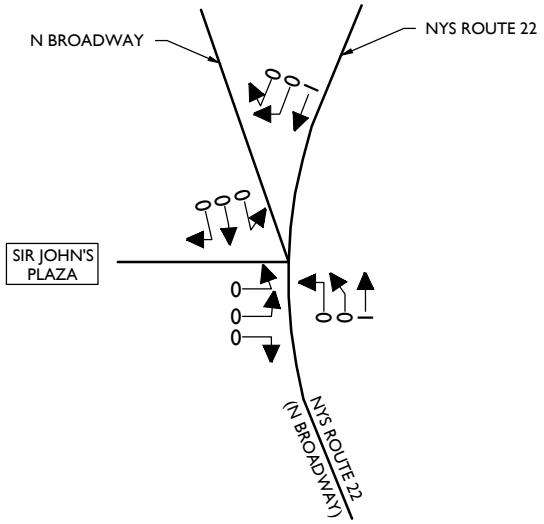
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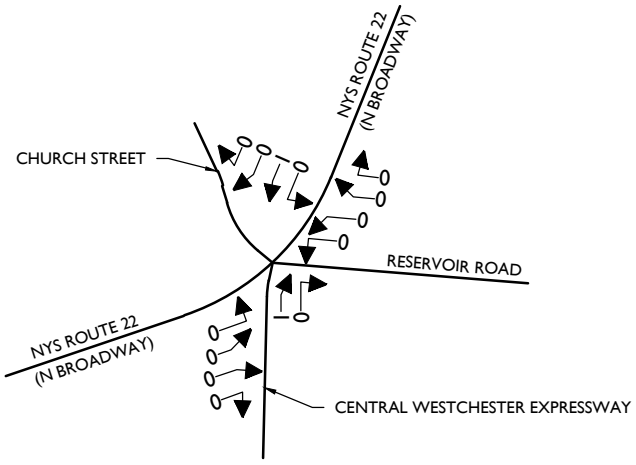
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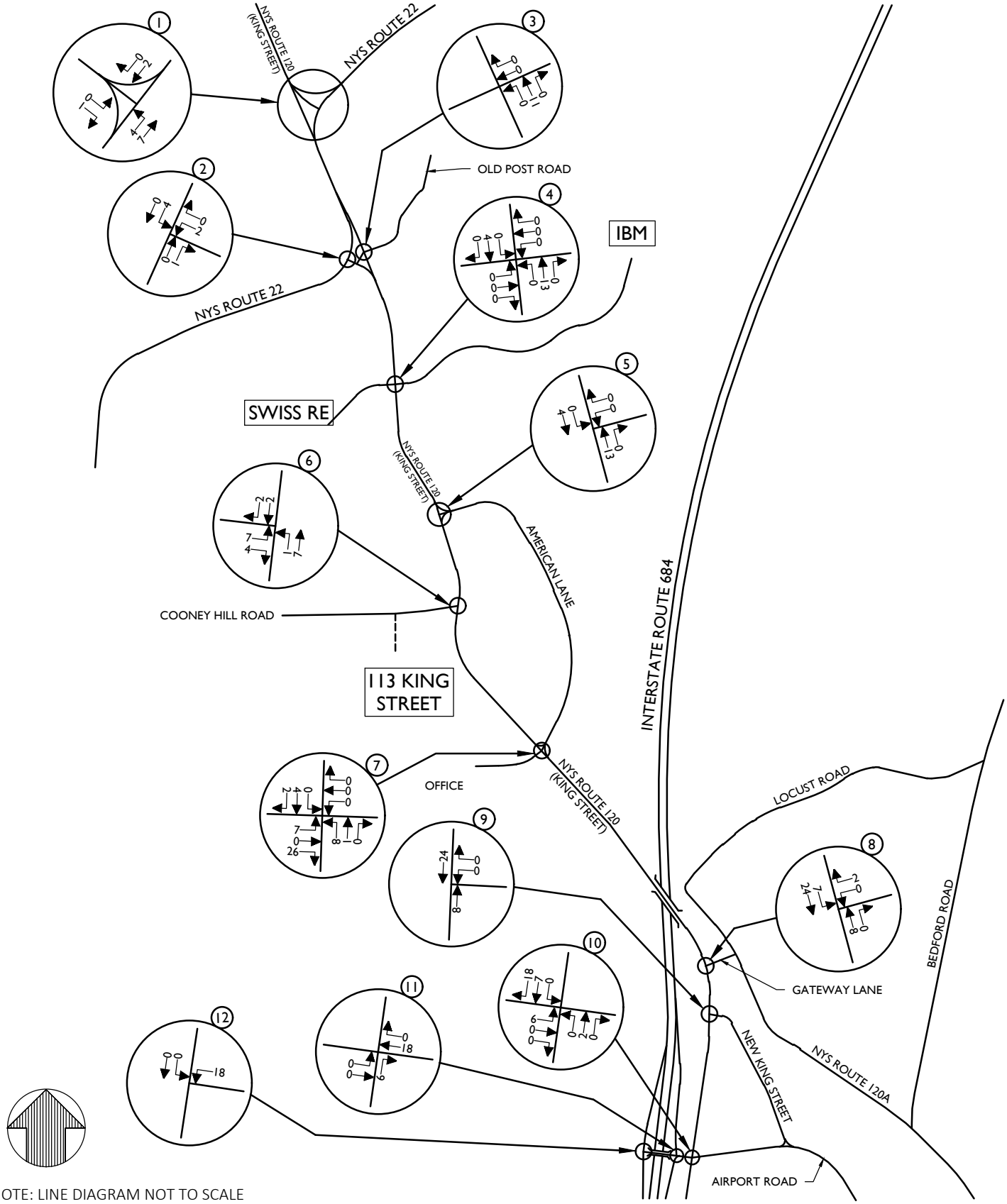
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SHEET TITLE:
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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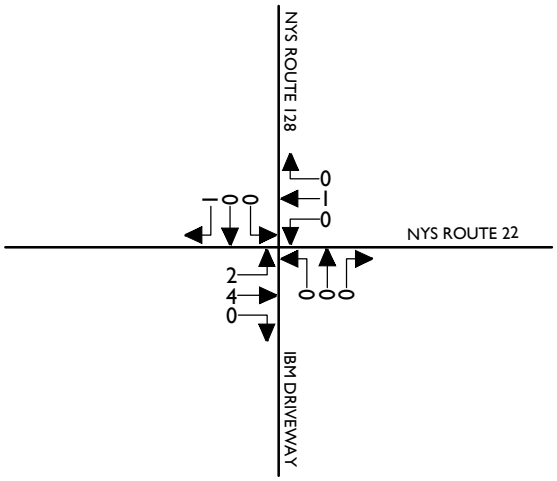
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SHEET TITLE:
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WEEKDAY PEAK AM HOUR

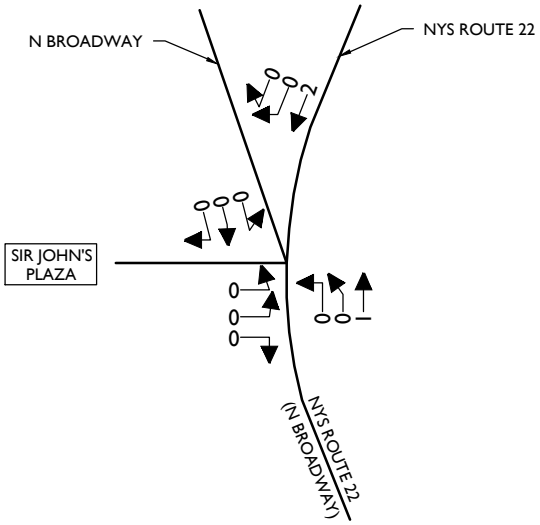
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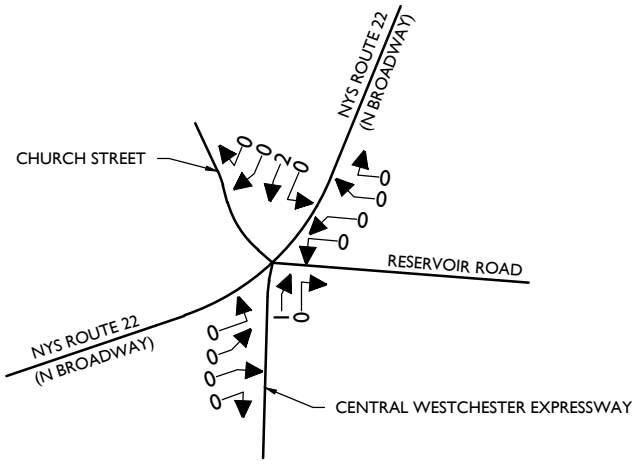
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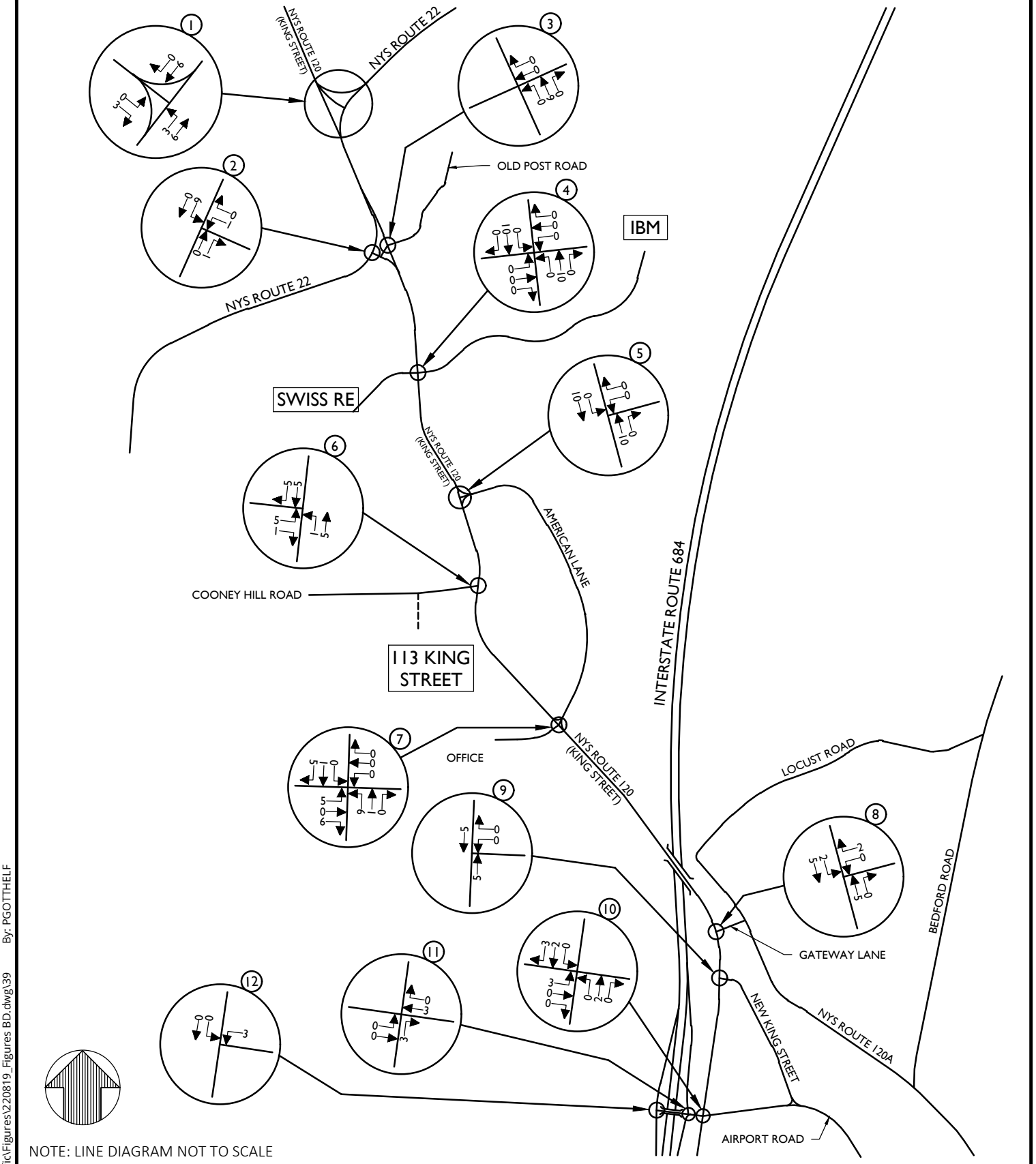
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SHEET TITLE:
TOWNHOUSES
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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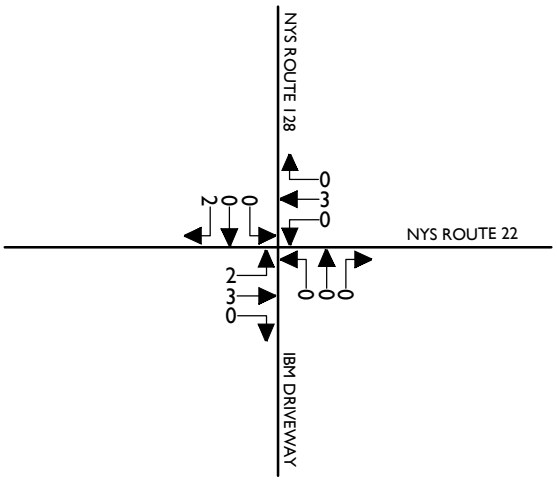
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WEEKDAY PEAK MIDDAY HOUR

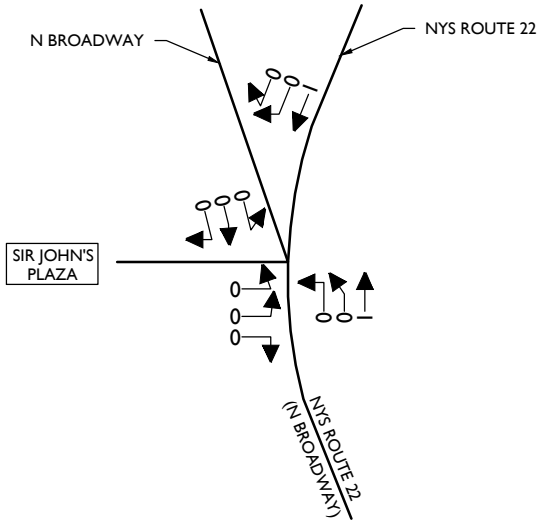
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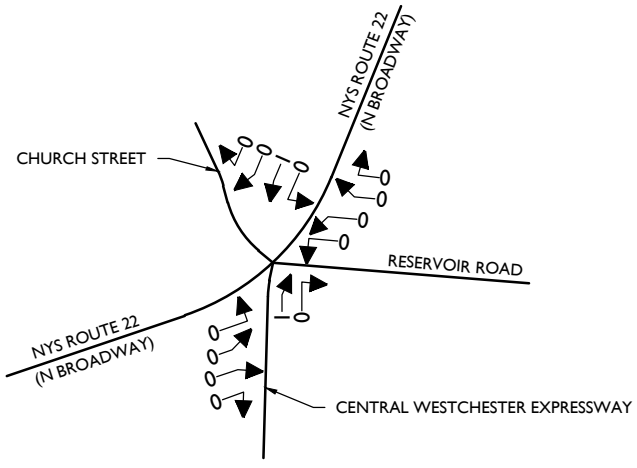
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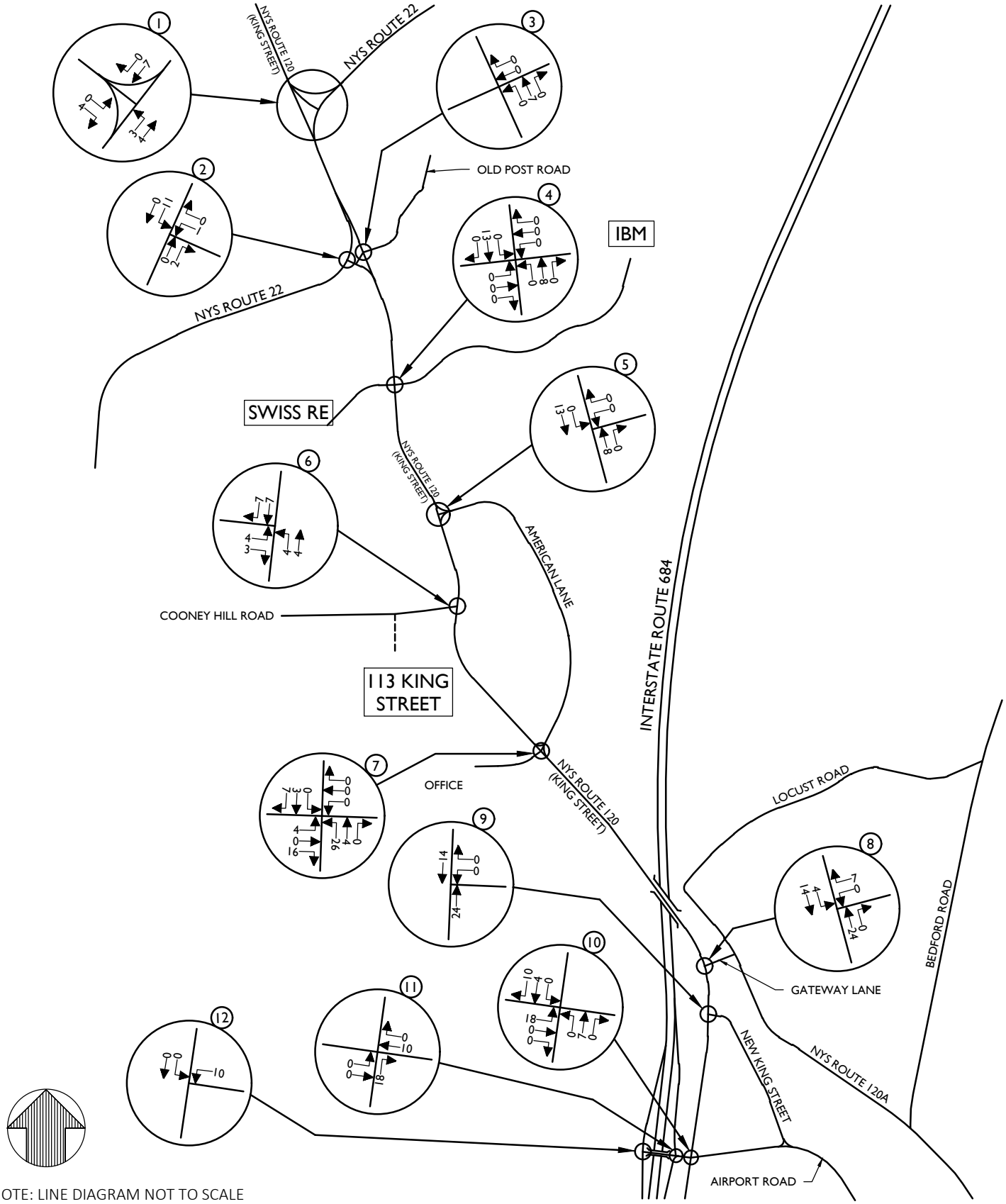
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

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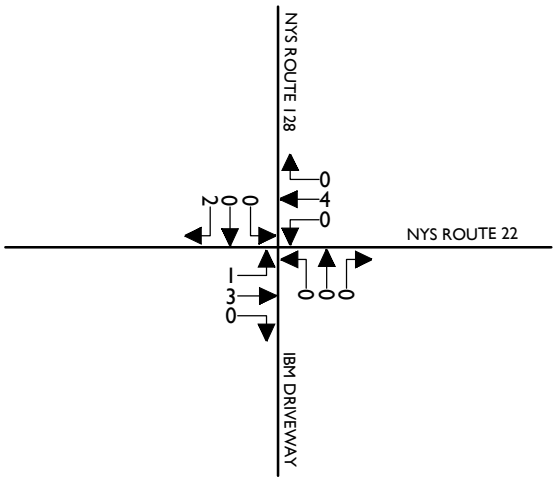
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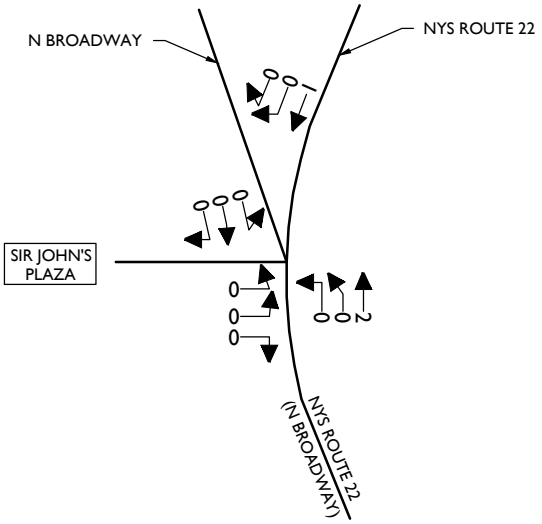
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TOWNHOUSES
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 40

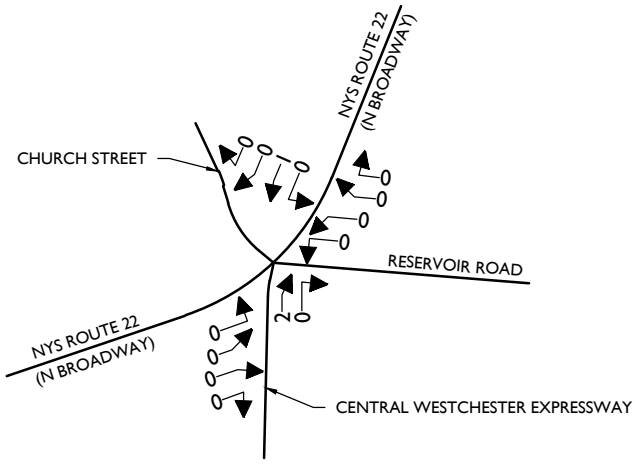
Projects\2018\18002018A\Reports\Traffic\Figures\220819_Figures BD.dwg\40 By: PGOTTHELF



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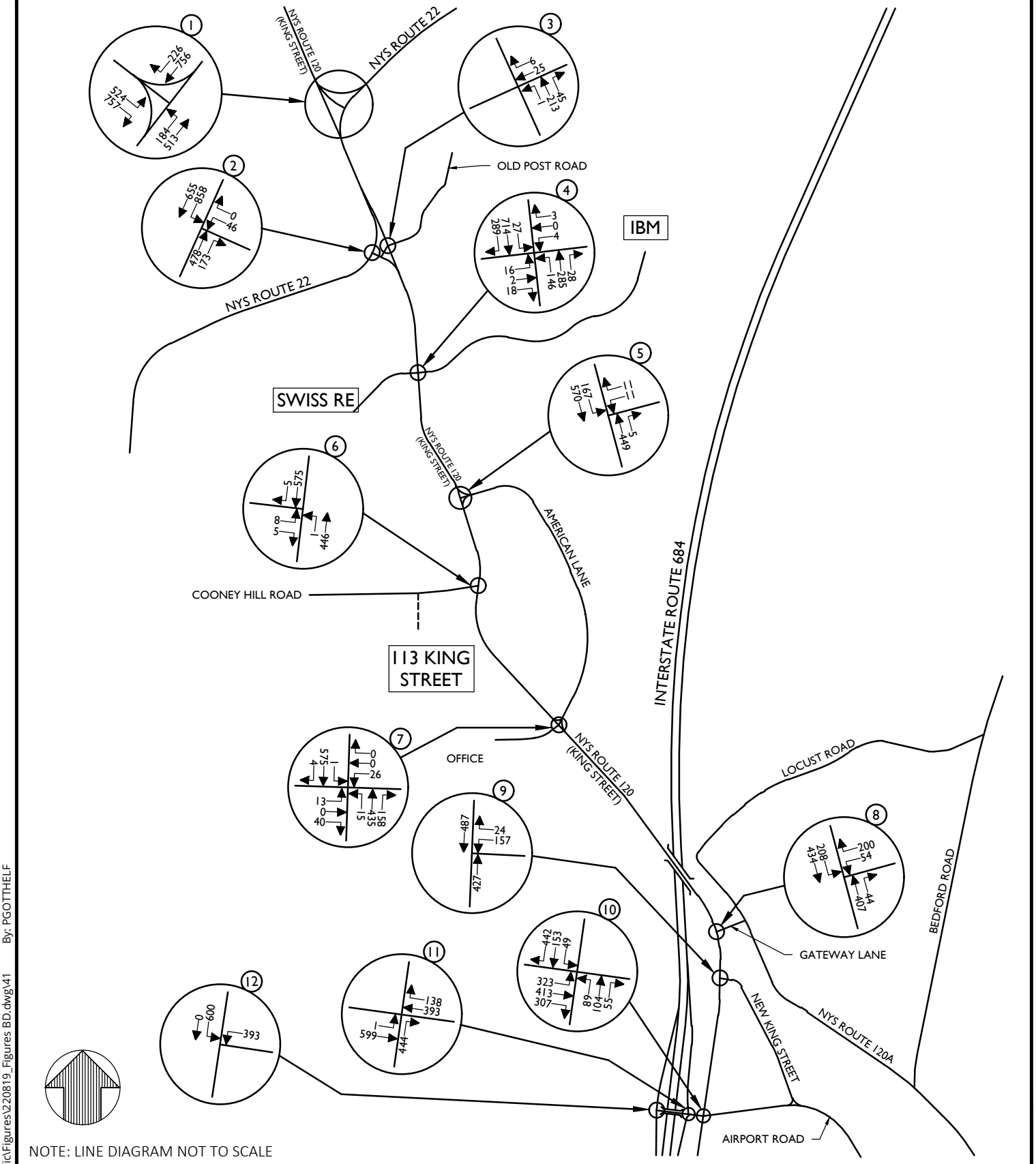
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
TOWNHOUSES
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 40-A

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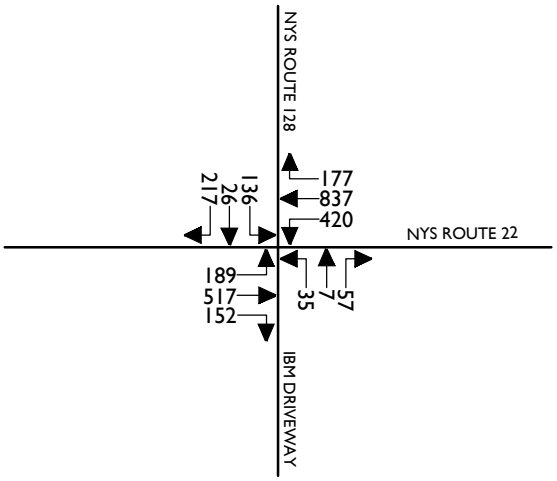
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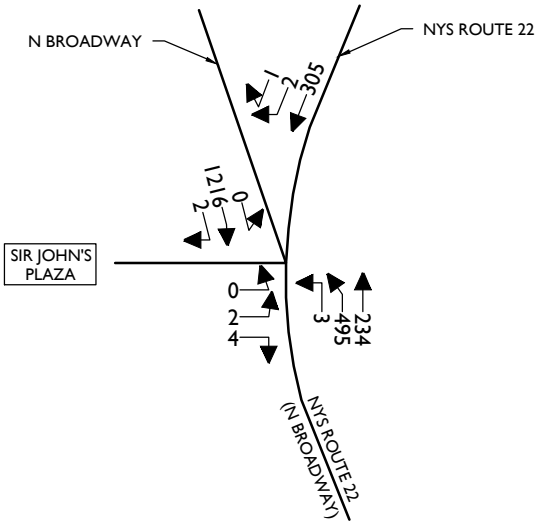
PROJECT NUMBER:	DRAWING NAME:
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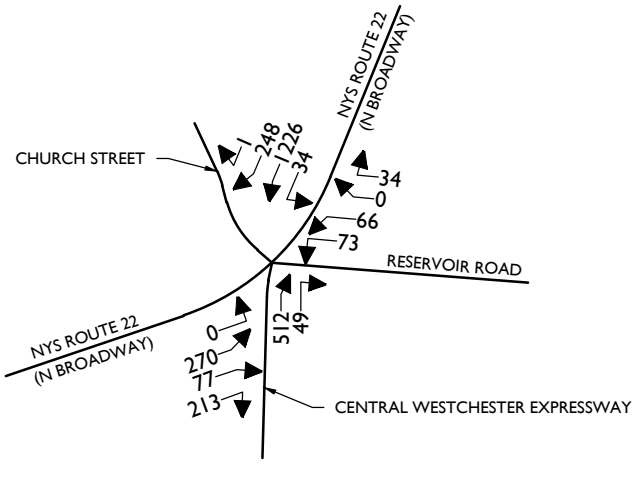
SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 41

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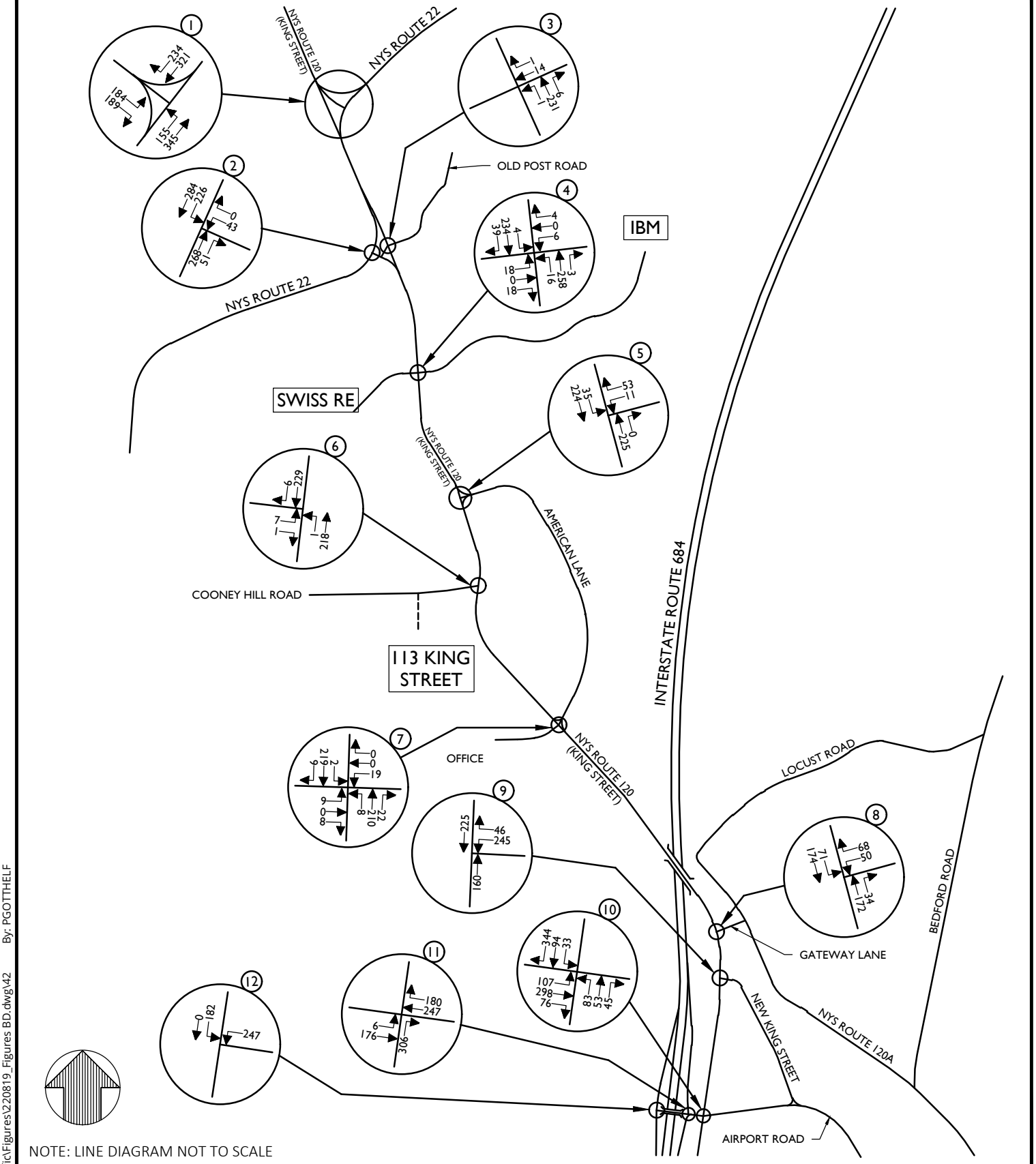
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N.T.S.	8/19/2022	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
18002018A	220819_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 41-A

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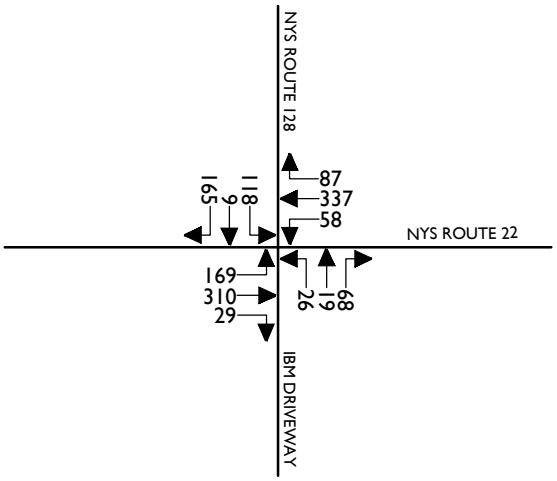
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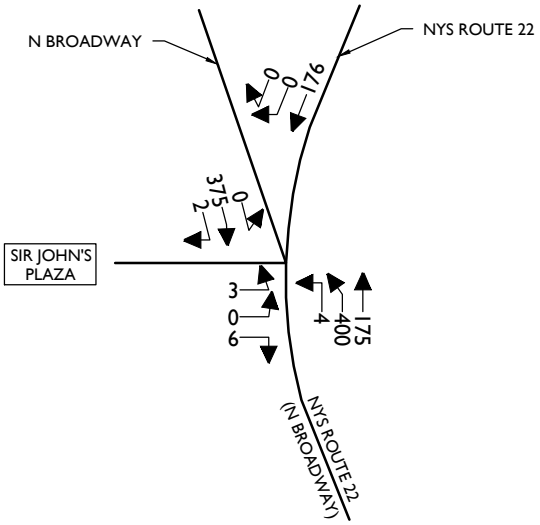
SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 42

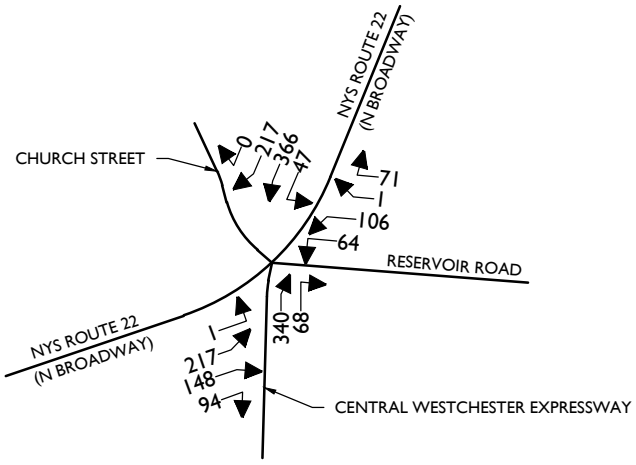
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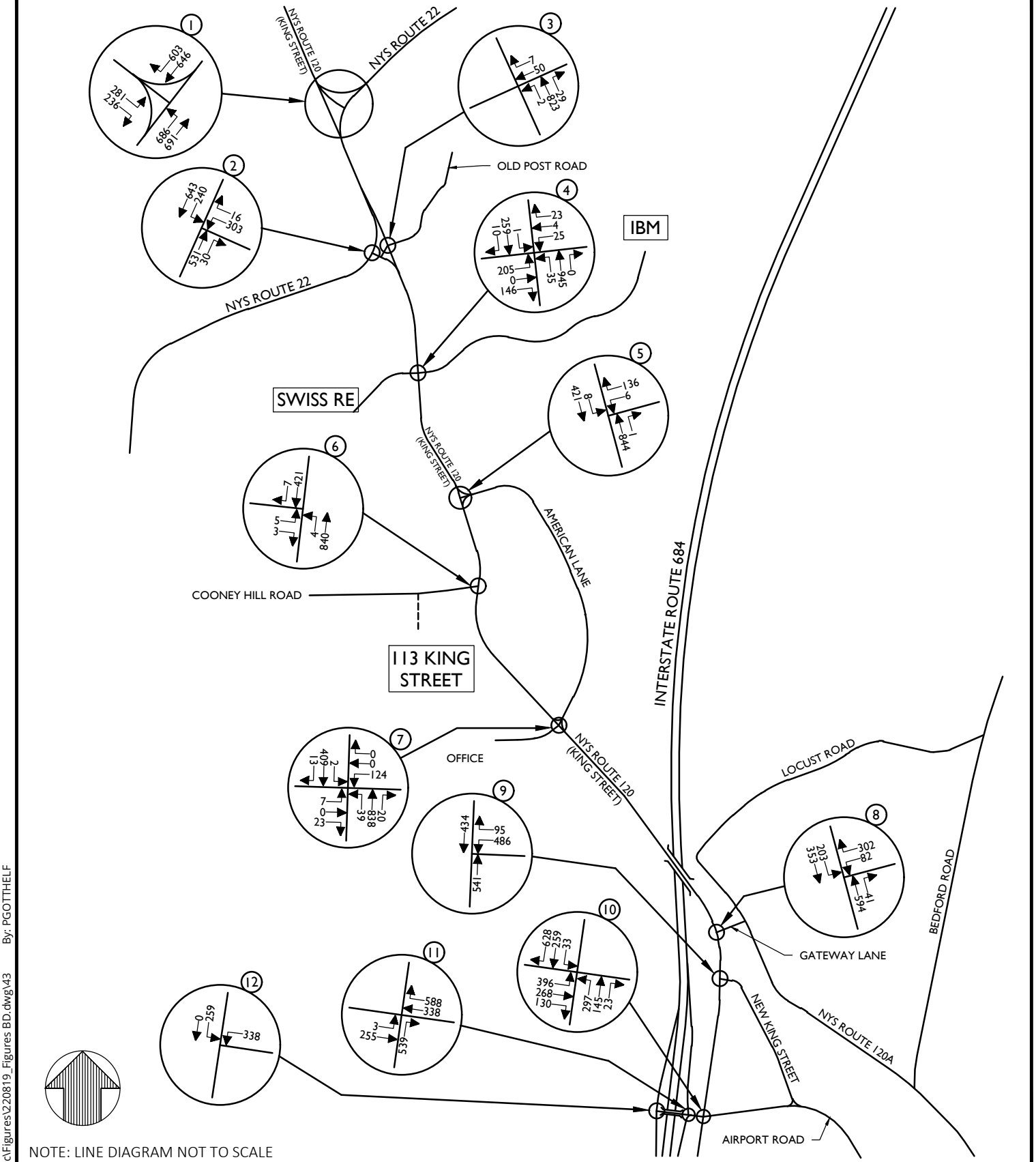
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
N.T.S.	8/19/2022	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
18002018A	220819_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 42-A

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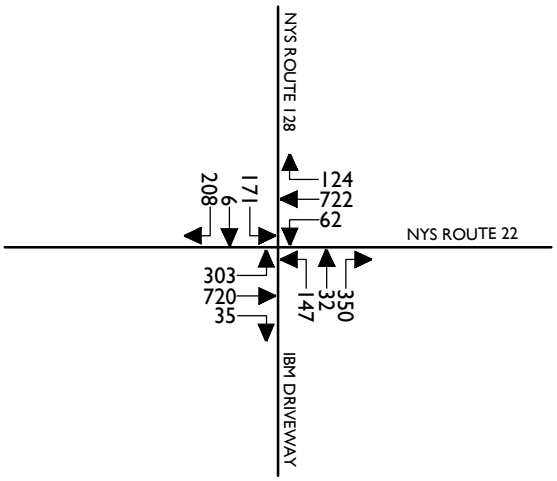
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PROJECT NUMBER:	DRAWING NAME:
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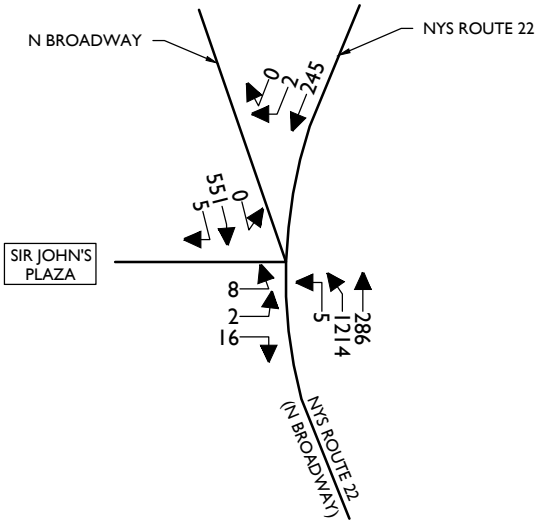
SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 43

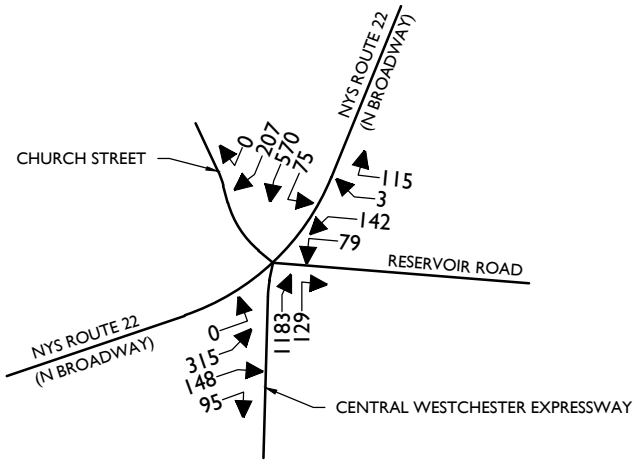
Projects\2018\18002018A\Reports\Traffic\Figures\220819_Figures BD.dwg\43 By: PGOTTHELF



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PROJECT NUMBER:	DRAWING NAME:
18002018A	220819_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 43-A

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Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

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Level of Service Criteria
For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

Level of Service Criteria
For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway* Capacity *Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

SYNCHRO ANALYSIS

YEAR 2019 EXISTING CONDITIONS

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	166	468	628	198	491	665
Future Volume (vph)	166	468	628	198	491	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				202		436
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	169	478	641	202	501	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	478	641	202	501	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						



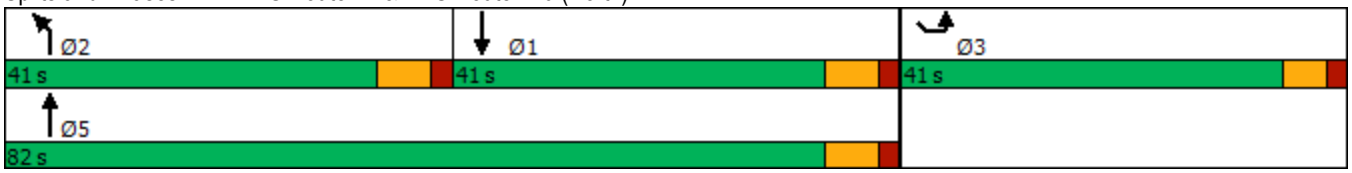
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	20.1	56.0	28.9	104.4	35.3	104.4
Actuated g/C Ratio	0.19	0.54	0.28	1.00	0.34	1.00
v/c Ratio	0.60	0.28	0.70	0.14	0.92	0.47
Control Delay	48.1	13.3	39.0	0.2	60.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	13.3	39.0	0.2	60.0	1.1
LOS	D	B	D	A	E	A
Approach Delay		22.4	29.7		26.1	
Approach LOS		C	C		C	
Queue Length 50th (ft)	104	86	201	0	321	0
Queue Length 95th (ft)	181	115	290	0	#620	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	485	2324	1084	1478	542	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21	0.59	0.14	0.92	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 104.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

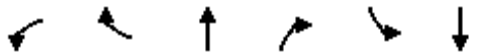
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





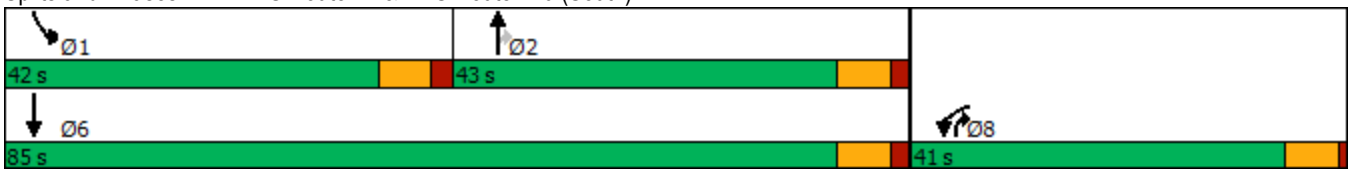
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	0	450	150	683	610
Future Volume (vph)	40	0	450	150	683	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				33		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	474	158	719	642
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	474	158	719	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

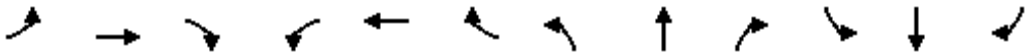


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.1		16.4	33.6	20.6	44.1
Actuated g/C Ratio	0.15		0.24	0.50	0.31	0.65
v/c Ratio	0.16		0.59	0.21	0.70	0.29
Control Delay	30.3		26.4	9.1	24.9	5.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.3		26.4	9.1	24.9	5.1
LOS	C		C	A	C	A
Approach Delay	30.3		22.1			15.6
Approach LOS	C		C			B
Queue Length 50th (ft)	15		88	26	131	48
Queue Length 95th (ft)	49		153	69	206	67
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	899		1791	1297	1775	3380
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.26	0.12	0.41	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 67.4			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Future Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.972			0.974				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1835	0	0	1745	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1835	0	0	1745	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	27	7	1	202	49	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	34	0	0	252	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

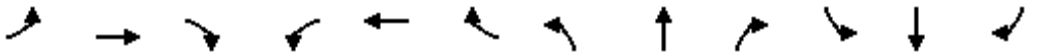
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Future Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	27	7	1	202	49	0	0	0

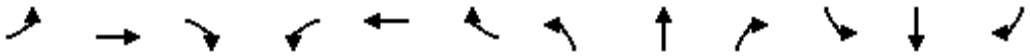
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	229	227	0	0	0
Stage 1	-	229	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	711	844	-	-	-
Stage 1	0	758	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	844	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	844
HCM Lane V/C Ratio	-	-	-	0.04
HCM Control Delay (s)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



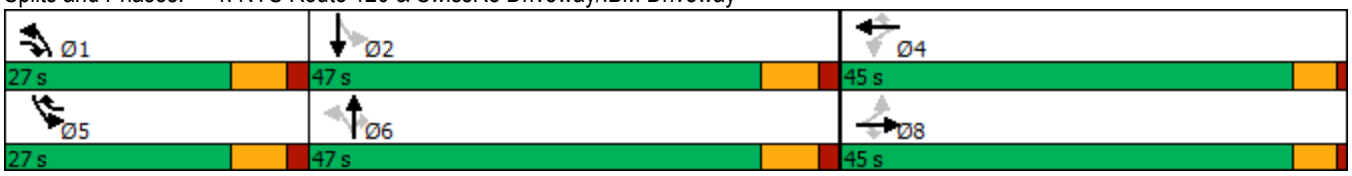
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Future Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.950		0.950			0.950		
Satd. Flow (prot)	0	1328	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.297			0.591		
Satd. Flow (perm)	0	1387	1190	0	1909	1623	524	1667	1558	1145	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	1	10	4	0	3	77	273	29	28	724	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	10	0	4	3	77	273	29	28	724	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	7.2		6.0	7.0	50.6	52.8	52.8	47.2	44.7	62.2
Actuated g/C Ratio		0.10	0.12		0.10	0.11	0.81	0.85	0.85	0.76	0.72	1.00
v/c Ratio		0.07	0.06		0.02	0.01	0.15	0.19	0.02	0.03	0.54	0.09
Control Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	0.1
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		14.7			15.7			3.5			7.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		1	0	1	0	0	0	106	0
Queue Length 95th (ft)		18	2		10	0	17	100	0	8	343	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		897	449		1235	604	819	1415	1335	1201	1351	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.02		0.00	0.00	0.09	0.19	0.02	0.02	0.54	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 62.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	339	5	159	520
Future Volume (vph)	10	10	339	5	159	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	11	361	5	169	553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	11	361	5	169	553
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

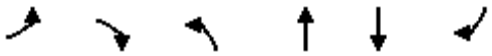
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	339	5	159	520
Future Vol, veh/h	10	10	339	5	159	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	11	11	361	5	169	553

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1252	361	0	-	361	0
Stage 1	361	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	237	665	-	0	1203	-
Stage 1	754	-	-	0	-	-
Stage 2	469	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	204	665	-	-	1203	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	204	665	1203	-
HCM Lane V/C Ratio	-	0.052	0.016	0.141	-
HCM Control Delay (s)	-	23.6	10.5	8.5	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	343	527	3
Future Volume (vph)	1	1	0	343	527	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	1	0	361	555	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	361	558	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

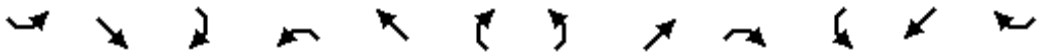
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	343	527	3
Future Vol, veh/h	1	1	0	343	527	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	361	555	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	918	557	558	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	177	510	1023	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	510	1023	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1023	-	263	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

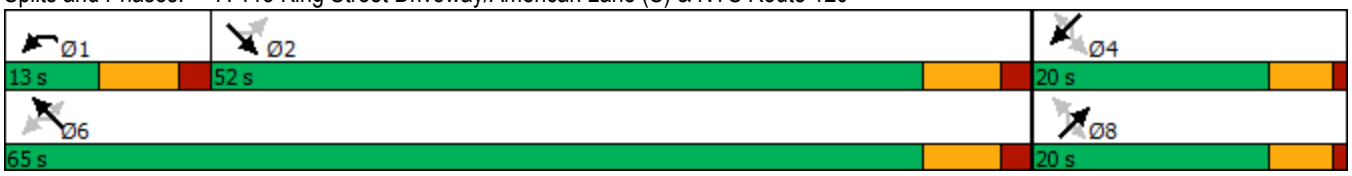
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Future Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1801	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.385				0.740			0.757	
Satd. Flow (perm)	0	1801	0	704	1677	1494	0	1345	1545	0	1224	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						161			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	567	0	2	368	161	1	0	1	27	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	2	368	161	0	1	1	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00		0.12	
Control Delay		10.1		4.5	6.4	1.1		29.0	0.0		31.2	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.1		4.5	6.4	1.1		29.0	0.0		31.2	
LOS		B		A	A	A		C	A		C	
Approach Delay		10.1			4.8			14.5			31.2	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		121		0	69	0		0	0		12	
Queue Length 95th (ft)		287		2	109	17		5	0		36	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1178		553	1144	1070		237	388		216	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00		0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





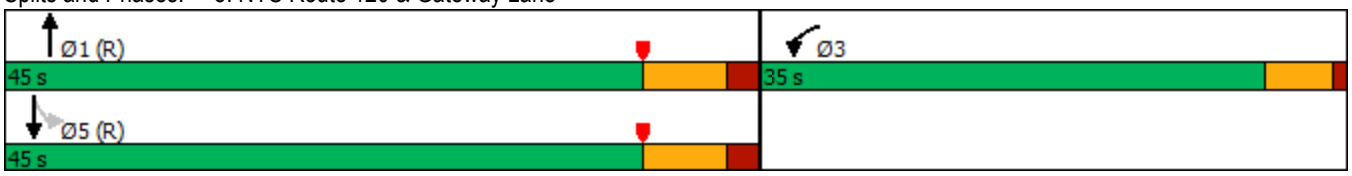
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	174	320	42	185	368
Future Volume (vph)	51	174	320	42	185	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.896		0.984			
Flt Protected	0.989					0.984
Satd. Flow (prot)	1700	0	1620	0	0	1743
Flt Permitted	0.989					0.740
Satd. Flow (perm)	1700	0	1620	0	0	1311
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	185		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	54	185	340	45	197	391
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	385	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.2		58.8			58.8
Actuated g/C Ratio	0.12		0.74			0.74
v/c Ratio	0.67		0.32			0.61
Control Delay	18.4		2.5			9.5
Queue Delay	0.0		0.0			0.0
Total Delay	18.4		2.5			9.5
LOS	B		A			A
Approach Delay	18.4		2.5			9.5
Approach LOS	B		A			A
Queue Length 50th (ft)	26		18			106
Queue Length 95th (ft)	86		35			278
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	753		1193			963
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.32		0.32			0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: NYS Route 120 & Gateway Lane





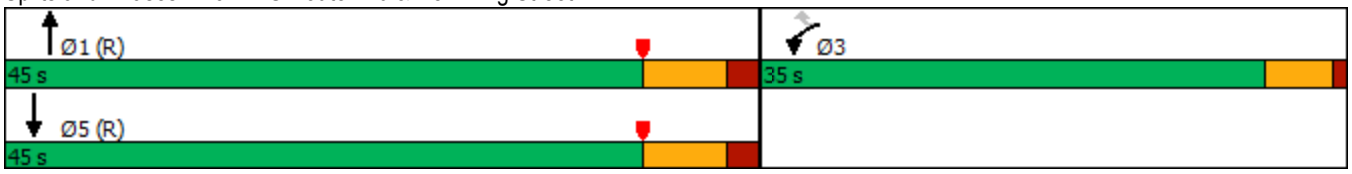
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	149	23	339	0	0	419
Future Volume (vph)	149	23	339	0	0	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	157	24	357	0	0	441
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	24	357	0	0	441
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

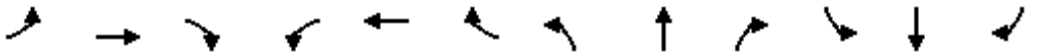


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	12.9	12.9	55.1			55.1
Actuated g/C Ratio	0.16	0.16	0.69			0.69
v/c Ratio	0.58	0.09	0.32			0.36
Control Delay	38.8	11.5	6.5			3.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.8	11.5	6.5			3.2
LOS	D	B	A			A
Approach Delay	35.2		6.5			3.2
Approach LOS	D		A			A
Queue Length 50th (ft)	73	0	60			30
Queue Length 95th (ft)	123	18	123			51
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	574	1133			1209
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.25	0.04	0.32			0.36

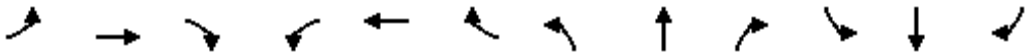
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Future Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938						0.942				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1614	0	0	0	0	1695	3155	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.661		
Satd. Flow (perm)	1580	1614	0	0	0	0	1058	3155	0	1202	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						55				413
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	272	418	311	0	0	0	90	88	55	50	141	413
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	245	756	0	0	0	0	90	143	0	50	141	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.3	40.3					35.6	29.9		30.2	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.33		0.33	0.28	0.82
v/c Ratio	0.35	1.02					0.19	0.13		0.11	0.29	0.31
Control Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		54.6						15.6			8.8	
Approach LOS		D						B			A	
Queue Length 50th (ft)	98	~502					30	19		16	66	0
Queue Length 95th (ft)	171	#775					59	43		37	122	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	705	739					550	1438		576	774	1325
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.35	1.02					0.16	0.10		0.09	0.18	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 90.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 34.6		Intersection LOS: C	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

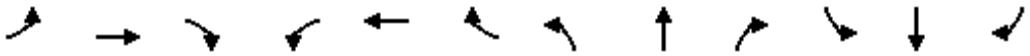
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Future Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.963				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	633	0	0	380	146	0	0	412	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	0	526	0	0	0	412	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

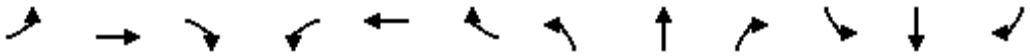
Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Future Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	633	0	0	380	146	0	0	412	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	526	0	-	-	-	0	-	-	633
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	1051	-	0	0	-	-	0	0	461
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1051	-	-	-	-	-	-	0	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	49.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	461	1051	-	-	-
HCM Lane V/C Ratio	0.894	0.001	-	-	-
HCM Control Delay (s)	49.9	8.4	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Future Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	393	0	0	0	0	0	656	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	0	0	0	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	275.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Future Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	393	0	0	0	0	0	656	0	0

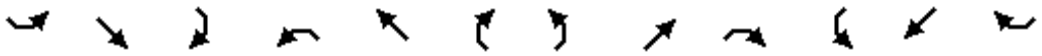
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	786	786	-
Stage 1	-	-	-	786	786	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 346	313	0
Stage 1	-	-	0	~ 430	389	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 346	0	-
Mov Cap-2 Maneuver	-	-	-	~ 346	0	-
Stage 1	-	-	-	~ 430	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 439.9
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	346
HCM Lane V/C Ratio	-	-	1.897
HCM Control Delay (s)	-	-	-$ 439.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	44.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167
Future Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.959		0.950			0.950			0.950		
Satd. Flow (prot)	0	1927	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.757		0.605			0.950			0.950		
Satd. Flow (perm)	0	1521	1495	864	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195			79			136			172
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	131	24	195	12	3	9	181	495	136	384	748	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	195	12	3	9	181	495	136	384	748	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



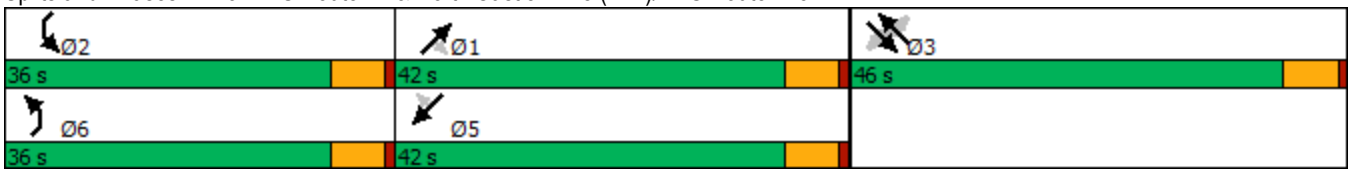
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.0	19.0	19.0	19.0	19.0	15.3	36.4	36.4	25.8	46.9	46.9
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.37	0.37	0.26	0.47	0.47
v/c Ratio		0.53	0.44	0.07	0.01	0.03	0.71	0.39	0.21	0.83	0.45	0.21
Control Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
LOS		D	A	C	C	A	E	C	A	D	C	A
Approach Delay		24.0			21.3			29.4			27.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		91	0	6	2	0	113	125	0	229	162	0
Queue Length 95th (ft)		158	57	23	9	0	191	197	44	#404	275	43
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		618	723	351	580	638	506	1269	654	544	1669	823
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.27	0.03	0.01	0.01	0.36	0.39	0.21	0.71	0.45	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 99.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Future Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	12	12	12	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.998		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	1835	0	3055	0	0
Flt Permitted	0.950			0.995					0.953		
Satd. Flow (perm)	1685	1507	0	1659	1342	0	1835	0	3055	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			208						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	481	208	0	1181	2	279	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	484	208	0	1183	0	282	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											



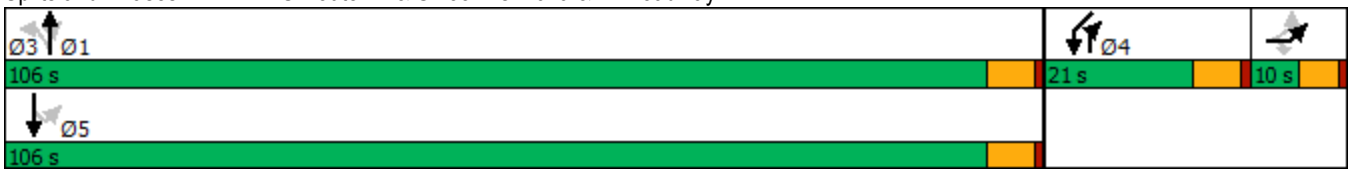
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	106.0	106.0	21.0	106.0	106.0		21.0		
Total Split (%)	7.3%	7.3%	77.4%	77.4%	15.3%	77.4%	77.4%		15.3%		
Maximum Green (s)	5.0	5.0	100.0	100.0	15.0	100.0	100.0		15.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		100.1	125.6		100.1		14.6		
Actuated g/C Ratio	0.04	0.04		0.78	0.98		0.78		0.11		
v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.81		
Control Delay	62.5	0.5		5.8	0.3		16.4		74.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		5.8	0.3		16.4		74.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			4.2			16.4		74.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		100	0		486		118		
Queue Length 95th (ft)	12	0		204	7		1030		#204		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	65	127		1291	1308		1427		356		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.79		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 128.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Future Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.974		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1754	1508	3257	1500	1805	3470	0	0
Flt Permitted		0.996			0.974				0.314			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	597	3470	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	271	77	214	73	66	34	493	49	34	1209	248	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	244	318	0	0	139	34	493	49	34	1458	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	43.6	43.6			20.3	28.2	59.7	80.1	71.1	71.1		
Actuated g/C Ratio	0.23	0.23			0.11	0.15	0.32	0.42	0.38	0.38		
v/c Ratio	0.70	0.94			0.74	0.12	0.48	0.07	0.12	1.12		
Control Delay	79.3	105.6			104.8	0.8	56.1	1.0	41.0	116.3		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	79.3	105.6			104.8	0.8	56.1	1.0	41.0	116.3		
LOS	E	F			F	A	E	A	D	F		
Approach Delay		94.2			84.4		51.1			114.6		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	296	413			172	0	270	0	27	~1105		
Queue Length 95th (ft)	434	#657			257	0	357	4	59	#1321		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	361	351			278	379	1028	752	352	1304		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.68	0.91			0.50	0.09	0.48	0.07	0.10	1.12		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 189.1			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 96.1		Intersection LOS: F	
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

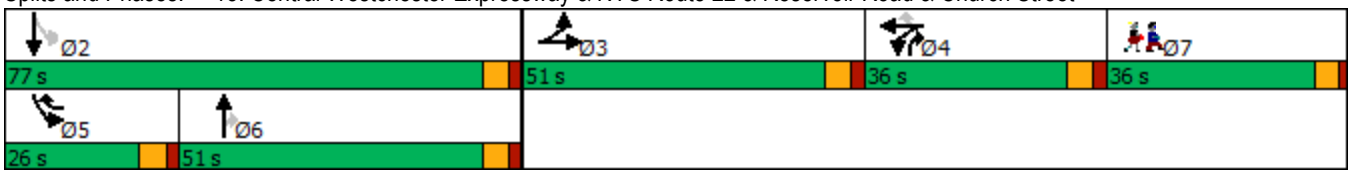
Intersection Summary

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	140	300	271	209	162	168
Future Volume (vph)	140	300	271	209	162	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				218		175
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	146	313	282	218	169	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	313	282	218	169	175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.2	38.2	14.9	67.3	15.9	67.3
Actuated g/C Ratio	0.23	0.57	0.22	1.00	0.24	1.00
v/c Ratio	0.40	0.17	0.39	0.15	0.46	0.12
Control Delay	27.4	7.6	25.3	0.2	27.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	7.6	25.3	0.2	27.6	0.2
LOS	C	A	C	A	C	A
Approach Delay		13.9	14.4		13.6	
Approach LOS		B	B		B	
Queue Length 50th (ft)	50	28	50	0	58	0
Queue Length 95th (ft)	116	56	101	0	130	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	834	3151	1669	1436	804	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.17	0.15	0.21	0.12

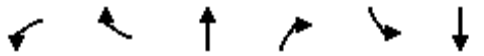
Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 67.3			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	0	245	46	181	258
Future Volume (vph)	39	0	245	46	181	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				49		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	263	49	195	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	263	49	195	277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

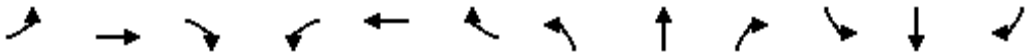


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.3		12.4	29.9	12.4	35.4
Actuated g/C Ratio	0.22		0.26	0.63	0.26	0.74
v/c Ratio	0.11		0.32	0.05	0.23	0.11
Control Delay	19.0		17.6	2.5	17.1	4.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.0		17.6	2.5	17.1	4.5
LOS	B		B	A	B	A
Approach Delay	19.0		15.2			9.7
Approach LOS	B		B			A
Queue Length 50th (ft)	11		37	0	26	18
Queue Length 95th (ft)	33		65	11	50	32
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1380		2500	1433	2429	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.03		0.11	0.03	0.08	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 47.6			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Future Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.991			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1796	0	0	1959	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1796	0	0	1959	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	14	1	1	216	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	0	224	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.6%		ICU Level of Service A	
Analysis Period (min) 15			

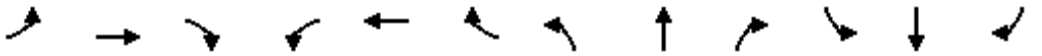
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Future Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	14	1	1	216	7	0	0	0

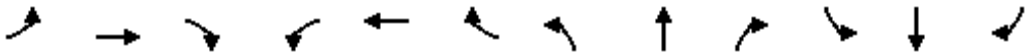
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	222	220	0	0	0
Stage 1	-	222	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	709	850	-	-	-
Stage 1	0	754	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	850	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.3	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	850
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	-	9.3
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



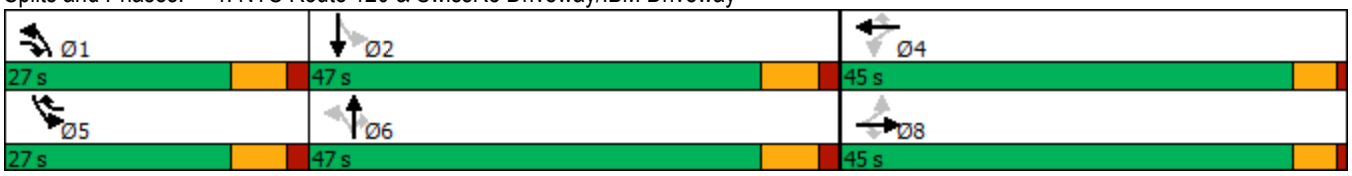
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Future Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.624			0.610		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1142	1798	1558	1182	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	0	9	6	0	4	8	239	3	4	215	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	9	0	6	4	8	239	3	4	215	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	6.8		6.1	6.8	50.4	55.5	55.5	50.4	55.5	60.8
Actuated g/C Ratio		0.10	0.11		0.10	0.11	0.83	0.91	0.91	0.83	0.91	1.00
v/c Ratio		0.05	0.04		0.03	0.02	0.01	0.15	0.00	0.00	0.13	0.01
Control Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		12.9			15.3			2.8			2.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		2	0	0	0	0	0	0	0
Queue Length 95th (ft)		16	1		13	0	3	82	0	2	74	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1247	607		1279	621	1170	1642	1430	1224	1669	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.01		0.00	0.01	0.01	0.15	0.00	0.00	0.13	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.8			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay: 3.3		Intersection LOS: A	
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	188	0	33	186
Future Volume (vph)	10	50	188	0	33	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	53	198	0	35	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	53	198	0	35	196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.0%		ICU Level of Service A	
Analysis Period (min) 15			

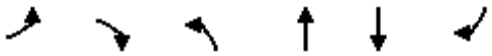
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	50	188	0	33	186
Future Vol, veh/h	10	50	188	0	33	186
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	11	53	198	0	35	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	466	200	0	-	199	0
Stage 1	199	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	604	860	-	0	1367	-
Stage 1	868	-	-	0	-	-
Stage 2	818	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	587	859	-	-	1366	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	587	859	1366	-
HCM Lane V/C Ratio	-	0.018	0.061	0.025	-
HCM Control Delay (s)	-	11.2	9.5	7.7	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	186	195	1
Future Volume (vph)	2	0	0	186	195	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1749	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1749	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	0	0	198	207	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	198	208	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

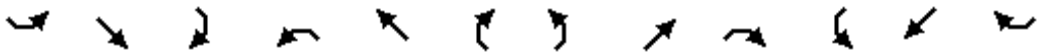
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	186	195	1
Future Vol, veh/h	2	0	0	186	195	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	198	207	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	408	210	209	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	564	821	1374	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	820	1373	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	563	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

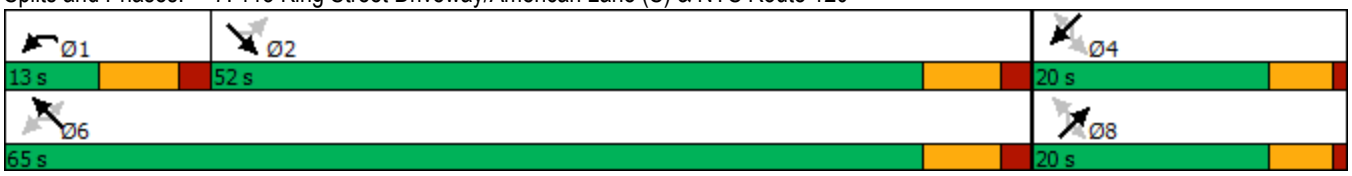
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Future Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt						0.850						
Flt Protected											0.950	
Satd. Flow (prot)	0	1760	0	1827	1774	1553	0	1818	1818	0	1638	1827
Flt Permitted		0.998									0.757	
Satd. Flow (perm)	0	1757	0	1827	1774	1534	0	1818	1818	0	1305	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	205	0	0	198	22	0	0	0	19	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	198	22	0	0	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0					15.0	
Actuated g/C Ratio		0.68			0.68	0.68					0.18	
v/c Ratio		0.17			0.16	0.02					0.08	
Control Delay		5.3			5.2	1.7					30.4	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay		5.3			5.2	1.7					30.4	
LOS		A			A	A					C	
Approach Delay		5.3			4.9						30.4	
Approach LOS		A			A						C	
Queue Length 50th (ft)		34			33	0					9	
Queue Length 95th (ft)		58			56	6					28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)						200						
Base Capacity (vph)		1198			1210	1054					230	
Starvation Cap Reductn		0			0	0					0	
Spillback Cap Reductn		0			0	0					0	
Storage Cap Reductn		0			0	0					0	
Reduced v/c Ratio		0.17			0.16	0.02					0.08	

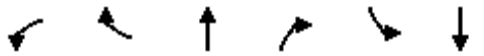
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





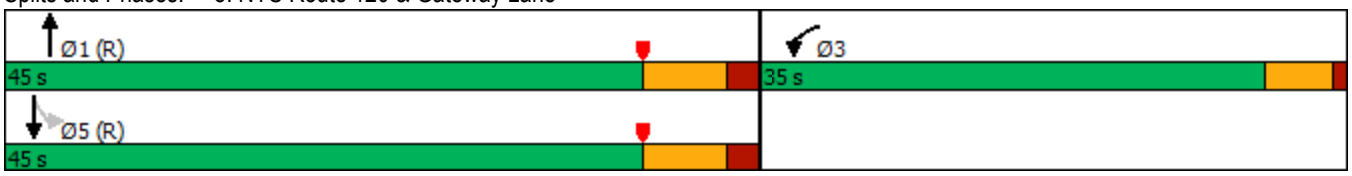
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	59	148	32	62	149
Future Volume (vph)	48	59	148	32	62	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.926		0.976			
Flt Protected	0.978					0.985
Satd. Flow (prot)	1649	0	1704	0	0	1703
Flt Permitted	0.978					0.871
Satd. Flow (perm)	1649	0	1704	0	0	1506
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61		18			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	50	61	154	33	65	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	187	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.4		63.1			63.1
Actuated g/C Ratio	0.10		0.79			0.79
v/c Ratio	0.49		0.14			0.19
Control Delay	24.1		2.1			3.7
Queue Delay	0.0		0.0			0.0
Total Delay	24.1		2.1			3.7
LOS	C		A			A
Approach Delay	24.1		2.1			3.7
Approach LOS	C		A			A
Queue Length 50th (ft)	24		9			25
Queue Length 95th (ft)	67		31			58
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	656		1347			1187
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.14			0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 120 & Gateway Lane





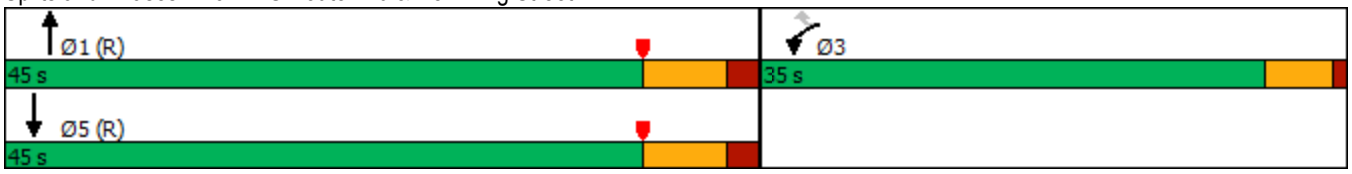
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	233	44	136	0	0	197
Future Volume (vph)	233	44	136	0	0	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		47				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	251	47	146	0	0	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	47	146	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

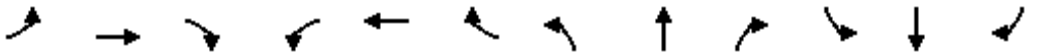


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.8	16.8	51.2			51.2
Actuated g/C Ratio	0.21	0.21	0.64			0.64
v/c Ratio	0.67	0.12	0.13			0.20
Control Delay	37.7	7.9	7.1			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.7	7.9	7.1			6.5
LOS	D	A	A			A
Approach Delay	33.0		7.1			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	116	0	25			25
Queue Length 95th (ft)	173	24	59			99
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	661	1113			1082
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.38	0.07	0.13			0.20

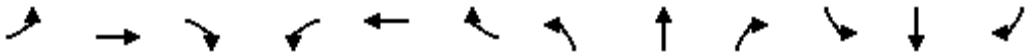
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: NYS Route 120 & New King Street





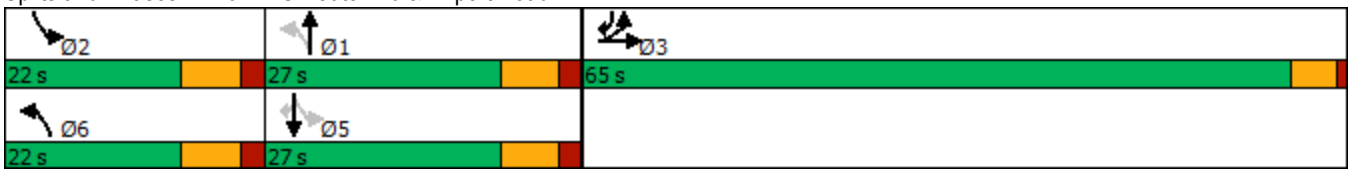
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Future Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.971						0.927				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1674	0	0	0	0	1711	3279	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.595			0.691		
Satd. Flow (perm)	1595	1674	0	0	0	0	1072	3279	0	1232	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						47				341
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	98	309	78	0	0	0	86	50	47	34	92	341
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	88	397	0	0	0	0	86	97	0	34	92	341
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

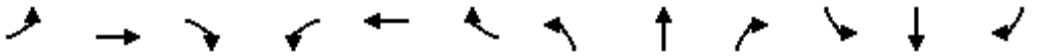


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	22.9	22.9					31.3	28.0		25.3	21.1	53.0
Actuated g/C Ratio	0.34	0.34					0.46	0.41		0.37	0.31	0.78
v/c Ratio	0.16	0.69					0.15	0.07		0.07	0.17	0.27
Control Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.4						11.9			6.3	
Approach LOS		C						B			A	
Queue Length 50th (ft)	28	149					19	5		7	30	0
Queue Length 95th (ft)	61	253					54	28		27	81	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1384	1455					661	1377		685	542	1545
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.06	0.27					0.13	0.07		0.05	0.17	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 68.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Future Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.941				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	182	0	0	241	186	0	0	303	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	427	0	0	0	303	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.1%		ICU Level of Service A	
Analysis Period (min) 15			

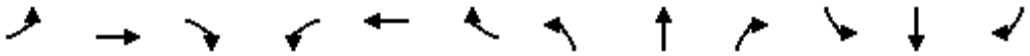
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Future Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	182	0	0	241	186	0	0	303	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	427	0	-	-	-	0	-	-	182
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1143	-	0	0	-	-	0	0	846
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1143	-	-	-	-	-	-	0	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	846	1143	-	-	-
HCM Lane V/C Ratio	0.358	0.006	-	-	-
HCM Control Delay (s)	11.6	8.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Future Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	231	0	0	0	0	0	180	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	231	0	0	0	0	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

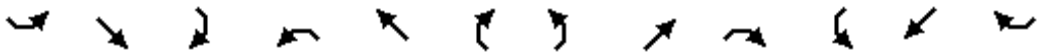
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Future Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	231	0	0	0	0	0	180	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	462	462	-
Stage 1	-	-	-	462	462	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	538	487	0
Stage 1	-	-	0	612	554	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	538	0	-
Mov Cap-2 Maneuver	-	-	-	538	0	-
Stage 1	-	-	-	612	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		15
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	538
HCM Lane V/C Ratio	-	-	0.335
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.5

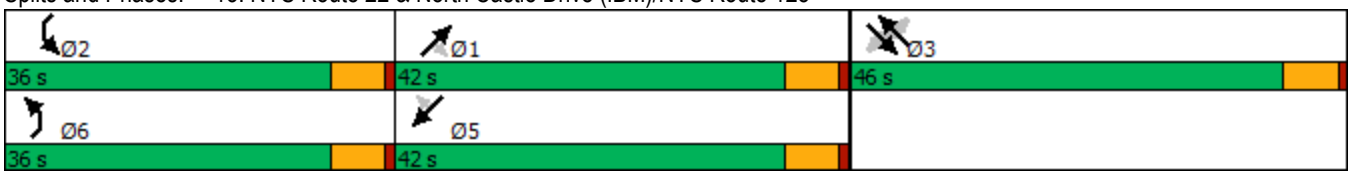
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Future Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1888	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.725		0.679			0.950			0.950		
Satd. Flow (perm)	0	1434	1563	1102	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156			79			79			84
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	115	6	156	6	16	24	159	292	9	16	311	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	156	6	16	24	159	292	9	16	311	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.7	15.7	15.7	15.7	15.7	12.3	52.5	52.5	5.5	36.3	36.3
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.64	0.64	0.07	0.44	0.44
v/c Ratio		0.44	0.37	0.03	0.04	0.06	0.63	0.14	0.01	0.13	0.21	0.12
Control Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
LOS		D	A	C	C	A	D	A	A	D	B	A
Approach Delay		19.9			13.6			20.6			14.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		55	0	3	7	0	77	24	0	8	48	0
Queue Length 95th (ft)		113	48	13	24	0	150	73	0	29	97	29
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		701	844	538	929	830	615	2126	1056	662	1513	699
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.17	0.18	0.01	0.02	0.03	0.26	0.14	0.01	0.02	0.21	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 82.5			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





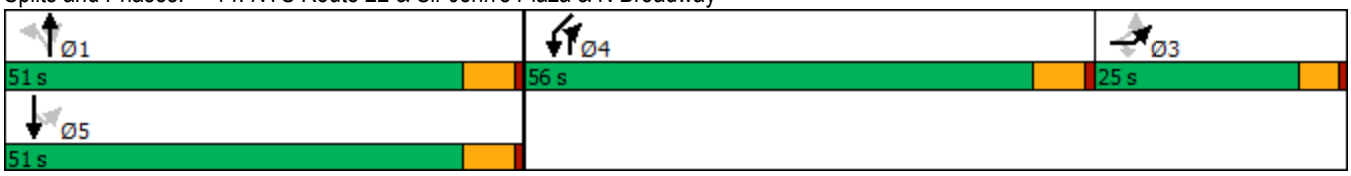
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Future Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	1782	0	3164	0
Flt Permitted		0.950			0.997					0.950	
Satd. Flow (perm)	0	1685	1133	0	1739	1391	0	1782	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			159					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	397	159	0	372	2	159	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	401	159	0	374	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

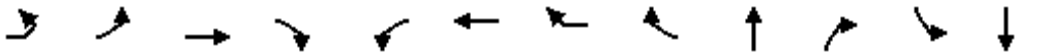


Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.8	7.8		45.4	65.4		45.4		8.9	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.13	
v/c Ratio		0.02	0.03		0.35	0.12		0.32		0.39	
Control Delay		30.3	0.3		7.3	0.5		7.0		31.1	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.3	0.3		7.3	0.5		7.0		31.1	
LOS		C	A		A	A		A		C	
Approach Delay		10.3			5.4			7.0		31.1	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		53	0		48		30	
Queue Length 95th (ft)		10	0		176	11		160		67	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		495	385		1150	1391		1178		2325	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.35	0.11		0.32		0.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 68.6			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

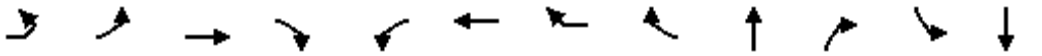




Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Future Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.947			0.999		0.850		0.850		0.943
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1589	0	0	1834	0	1599	3353	1443	1859	3241
Flt Permitted			0.996			0.982					0.284	
Satd. Flow (perm)	0	1546	1588	0	0	1825	0	1576	3353	1443	556	3241
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	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%
Adj. Flow (vph)	1	219	150	95	65	107	1	72	330	69	48	355
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	198	267	0	0	173	0	72	330	69	48	574
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												



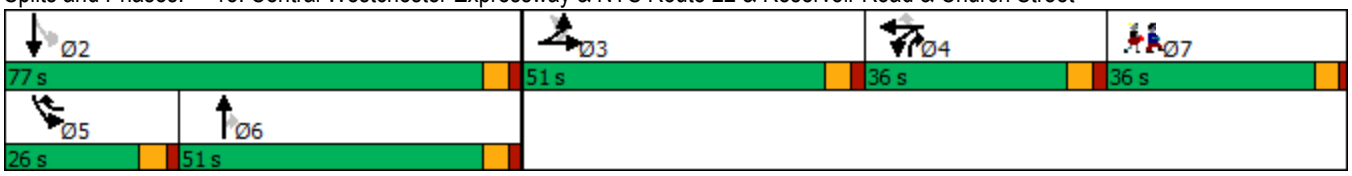
Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	206	
Future Volume (vph)	206	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	219	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		29.9	29.9			19.3		28.1	20.0	39.3	34.9	34.9
Actuated g/C Ratio		0.21	0.21			0.14		0.20	0.14	0.28	0.25	0.25
v/c Ratio		0.60	0.79			0.68		0.19	0.69	0.15	0.22	0.71
Control Delay		58.6	69.7			73.7		6.4	66.6	4.1	46.2	54.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		58.6	69.7			73.7		6.4	66.6	4.1	46.2	54.2
LOS		E	E			E		A	E	A	D	D
Approach Delay			65.0			53.9			55.8			53.6
Approach LOS			E			D			E			D
Queue Length 50th (ft)		169	238			148		0	148	0	33	245
Queue Length 95th (ft)		296	401			272		28	243	16	80	381
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		511	525			404		507	1108	573	330	1690
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.39	0.51			0.43		0.14	0.30	0.12	0.15	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 139.4			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 57.2		Intersection LOS: E	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street





Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	611	581	589	563	249	217
Future Volume (vph)	611	581	589	563	249	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				599		231
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	650	618	627	599	265	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	650	618	627	599	265	231
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.4	70.0	28.6	107.9	24.8	107.9
Actuated g/C Ratio	0.32	0.65	0.27	1.00	0.23	1.00
v/c Ratio	1.21	0.29	0.71	0.40	0.69	0.15
Control Delay	146.1	9.2	41.4	0.8	48.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.1	9.2	41.4	0.8	48.1	0.2
LOS	F	A	D	A	D	A
Approach Delay		79.4	21.6		25.8	
Approach LOS		E	C		C	
Queue Length 50th (ft)	~548	87	205	0	167	0
Queue Length 95th (ft)	#915	148	299	0	269	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	536	2343	1062	1507	552	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.26	0.59	0.40	0.48	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 107.9			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 46.8		Intersection LOS: D	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

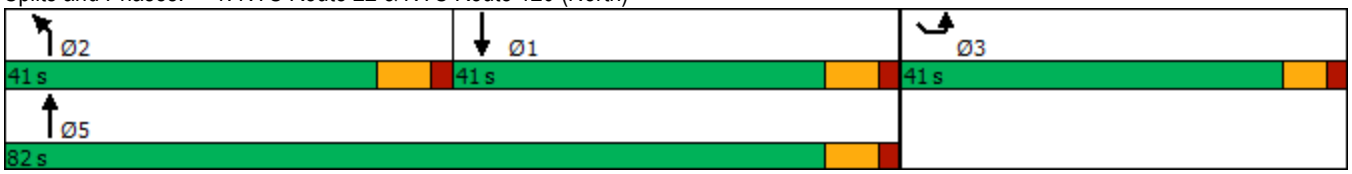
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

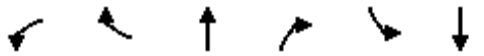
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





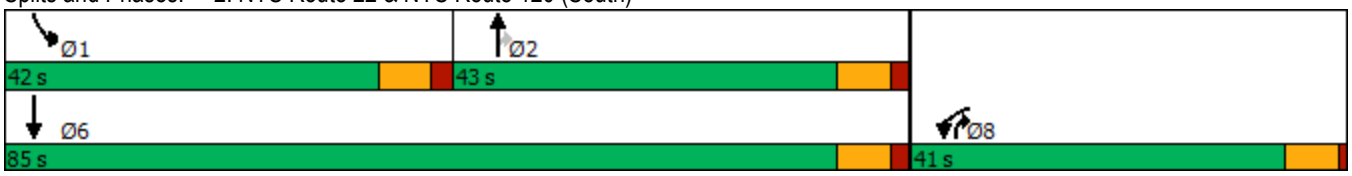
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	277	15	491	25	205	601
Future Volume (vph)	277	15	491	25	205	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			29		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	326	18	578	29	241	707
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	0	578	29	241	707
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

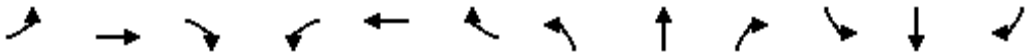


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	19.6		19.0	45.8	13.1	39.4
Actuated g/C Ratio	0.27		0.26	0.63	0.18	0.54
v/c Ratio	0.68		0.65	0.03	0.40	0.37
Control Delay	31.7		28.0	1.9	30.8	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.7		28.0	1.9	30.8	10.6
LOS	C		C	A	C	B
Approach Delay	31.7		26.7			15.8
Approach LOS	C		C			B
Queue Length 50th (ft)	132		115	0	48	85
Queue Length 95th (ft)	237		191	7	95	146
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	924		1742	1263	1659	3362
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.37		0.33	0.02	0.15	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 72.3			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Future Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.982			0.995				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1848	0	0	2000	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1848	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	59	9	2	838	35	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	68	0	0	875	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

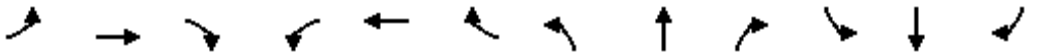
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Future Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	59	9	2	838	35	0	0	0

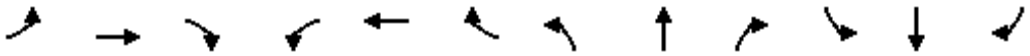
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	860	856	0	0	0
Stage 1	-	860	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	370	406	-	-	-
Stage 1	0	470	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	406	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	406
HCM Lane V/C Ratio	-	-	-	0.167
HCM Control Delay (s)	-	-	-	15.6
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Future Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1765	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.738			0.663		0.573			0.101		
Satd. Flow (perm)	0	1374	1479	0	1225	1623	890	1815	1834	196	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	115	0	82	28	2	25	20	1010	0	1	257	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	82	0	30	25	20	1010	0	1	257	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.6	18.4		11.1	18.0	48.7	48.8		45.4	44.0	71.4
Actuated g/C Ratio		0.16	0.26		0.16	0.25	0.68	0.68		0.64	0.62	1.00
v/c Ratio		0.52	0.19		0.16	0.06	0.03	0.81		0.00	0.22	0.00
Control Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
LOS		D	A		C	A	A	C		A	B	A
Approach Delay		24.8			18.4			22.2			10.5	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		51	0		12	0	2	281		0	61	0
Queue Length 95th (ft)		97	26		34	11	10	#776		2	115	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		795	745		709	790	804	1240		616	1159	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.14	0.11		0.04	0.03	0.02	0.81		0.00	0.22	0.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 71.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.4		Intersection LOS: C	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	129	767	1	8	311
Future Volume (vph)	6	129	767	1	8	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	147	872	1	9	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	147	872	1	9	353
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

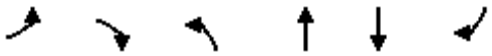
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	129	767	1	8	311
Future Vol, veh/h	6	129	767	1	8	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	147	872	1	9	353

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1243	872	0	-	872	0
Stage 1	872	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	239	376	-	0	733	-
Stage 1	477	-	-	0	-	-
Stage 2	747	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	236	376	-	-	733	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	236	376	733	-
HCM Lane V/C Ratio	-	0.029	0.39	0.012	-
HCM Control Delay (s)	-	20.7	20.6	10	-
HCM Lane LOS	-	C	C	A	-
HCM 95th %tile Q(veh)	-	0.1	1.8	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	767	317	0
Future Volume (vph)	1	0	0	767	317	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	0	0	924	382	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	924	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	767	317	0
Future Vol, veh/h	1	0	0	767	317	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	924	382	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1306	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	143	649	1188	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	649	1188	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0	0
HCM LOS	D		

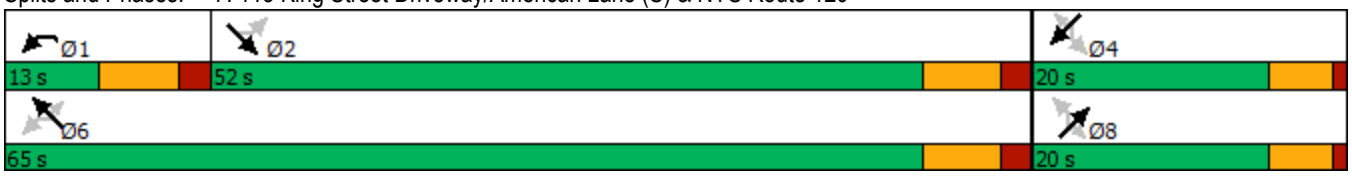
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	143	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	30.4	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Future Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt						0.850						
Flt Protected											0.950	
Satd. Flow (prot)	0	1819	0	1827	1792	1412	0	1818	1818	0	1702	1827
Flt Permitted		0.997									0.757	
Satd. Flow (perm)	0	1814	0	1827	1792	1412	0	1818	1818	0	1356	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	365	1	0	892	22	0	0	0	137	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	892	22	0	0	0	0	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0					15.0	
Actuated g/C Ratio		0.68			0.68	0.68					0.18	
v/c Ratio		0.30			0.73	0.02					0.57	
Control Delay		6.1			13.0	1.6					42.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay		6.1			13.0	1.6					42.6	
LOS		A			B	A					D	
Approach Delay		6.1			12.8						42.6	
Approach LOS		A			B						D	
Queue Length 50th (ft)		67			259	0					68	
Queue Length 95th (ft)		99			364	5					120	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)						200						
Base Capacity (vph)		1237			1222	971					239	
Starvation Cap Reductn		0			0	0					0	
Spillback Cap Reductn		0			0	0					0	
Storage Cap Reductn		0			0	0					0	
Reduced v/c Ratio		0.30			0.73	0.02					0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	273	513	39	174	258
Future Volume (vph)	78	273	513	39	174	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.895		0.991			
Flt Protected	0.989					0.980
Satd. Flow (prot)	1709	0	1765	0	0	1751
Flt Permitted	0.989					0.521
Satd. Flow (perm)	1709	0	1765	0	0	931
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	219		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	89	310	583	44	198	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	399	0	627	0	0	491
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

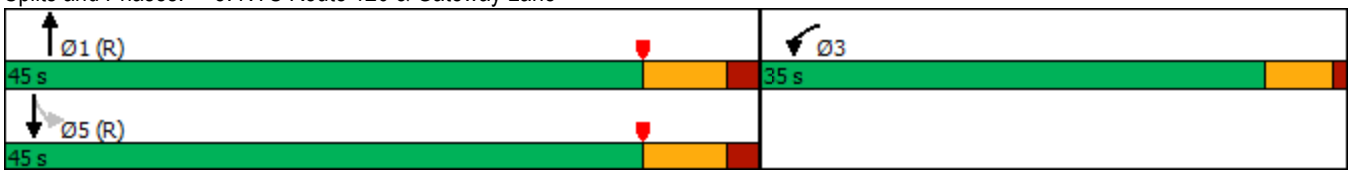


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.1		52.9			52.9
Actuated g/C Ratio	0.19		0.66			0.66
v/c Ratio	0.80		0.54			0.80
Control Delay	25.0		5.3			25.3
Queue Delay	0.0		0.0			0.0
Total Delay	25.0		5.3			25.3
LOS	C		A			C
Approach Delay	25.0		5.3			25.3
Approach LOS	C		A			C
Queue Length 50th (ft)	84		43			152
Queue Length 95th (ft)	152		84			#416
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	777		1168			615
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.51		0.54			0.80

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	462	90	462	0	0	336
Future Volume (vph)	462	90	462	0	0	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		97				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	497	97	497	0	0	361
Shared Lane Traffic (%)						
Lane Group Flow (vph)	497	97	497	0	0	361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

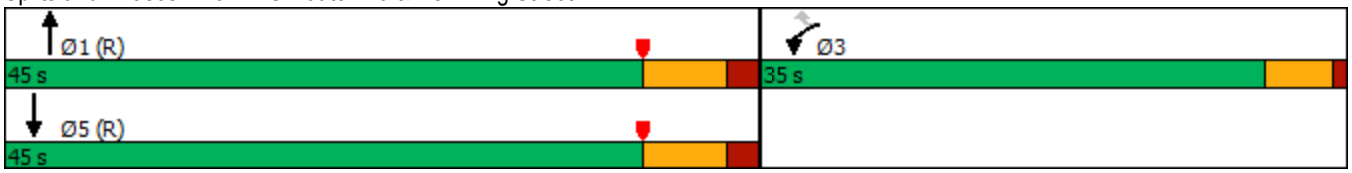


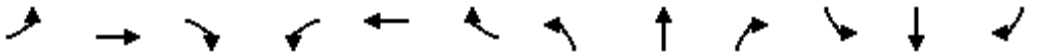
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.1	26.1	41.9			41.9
Actuated g/C Ratio	0.33	0.33	0.52			0.52
v/c Ratio	0.84	0.16	0.53			0.40
Control Delay	38.7	4.6	16.2			9.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.7	4.6	16.2			9.1
LOS	D	A	B			A
Approach Delay	33.2		16.2			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	222	0	159			65
Queue Length 95th (ft)	325	28	267			m79
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	686	938			910
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.74	0.14	0.53			0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

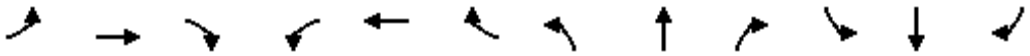
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Future Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955						0.978				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3376	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.403			0.654		
Satd. Flow (perm)	1689	1686	0	0	0	0	762	3376	0	1124	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29						15				160
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	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%	
Adj. Flow (vph)	360	271	132	0	0	0	301	132	23	33	243	573
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	324	439	0	0	0	0	301	155	0	33	243	573
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



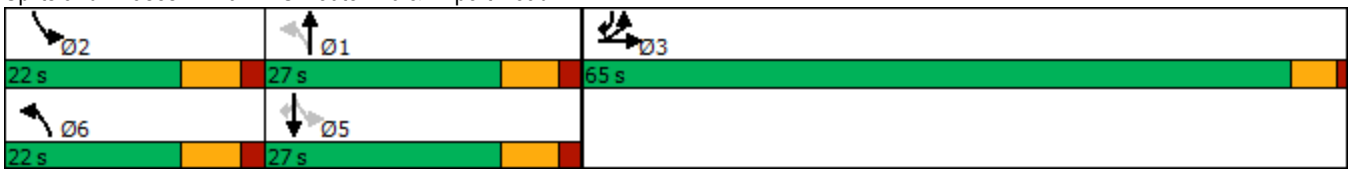
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.3	32.3					42.1	34.8		26.1	20.4	59.8
Actuated g/C Ratio	0.37	0.37					0.49	0.40		0.30	0.24	0.69
v/c Ratio	0.51	0.68					0.55	0.11		0.09	0.58	0.50
Control Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
LOS	C	C					C	C		B	D	A
Approach Delay		25.0						20.7			15.7	
Approach LOS		C						C			B	
Queue Length 50th (ft)	141	192					96	26		9	117	84
Queue Length 95th (ft)	213	290					216	64		33	#255	140
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1190	1196					552	1362		551	422	1509
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.27	0.37					0.55	0.11		0.06	0.58	0.38

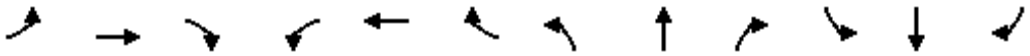
Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 86.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Future Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.908				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	259	0	0	280	595	0	0	504	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	875	0	0	0	504	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

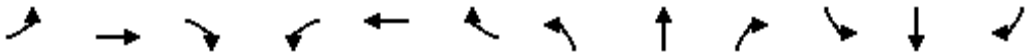
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Future Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	259	0	0	280	595	0	0	504	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	875	0	-	-	-	0	-	-	259
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	780	-	0	0	-	-	0	0	779
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	780	-	-	-	-	-	-	0	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	779	780	-	-	-
HCM Lane V/C Ratio	0.647	0.004	-	-	-
HCM Control Delay (s)	17.7	9.6	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	4.8	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Future Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	283	0	0	0	0	0	265	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	283	0	0	0	0	0	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

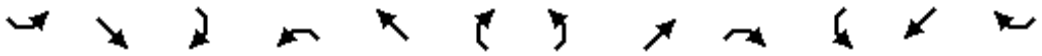
Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Future Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	283	0	0	0	0	0	265	0	0

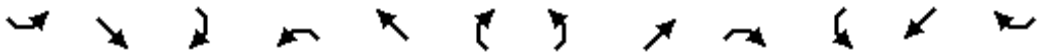
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	566	566	-
Stage 1	-	-	-	566	566	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	471	423	0
Stage 1	-	-	0	551	495	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	471	0	-
Mov Cap-2 Maneuver	-	-	-	471	0	-
Stage 1	-	-	-	551	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		22
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	471
HCM Lane V/C Ratio	-	-	0.562
HCM Control Delay (s)	-	-	22
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	3.4



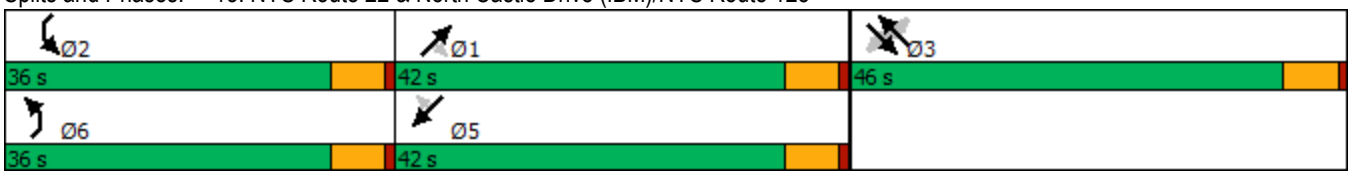
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115
Future Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.953		0.950			0.950			0.950		
Satd. Flow (prot)	0	1953	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.708		0.593			0.950			0.950		
Satd. Flow (perm)	0	1451	1594	1104	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194			298			79			116
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	164	2	194	124	28	298	273	639	9	7	680	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	194	124	28	298	273	639	9	7	680	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		23.3	23.3	23.3	23.3	23.3	20.1	60.8	60.8	5.1	36.7	36.7
Actuated g/C Ratio		0.24	0.24	0.24	0.24	0.24	0.20	0.62	0.62	0.05	0.37	0.37
v/c Ratio		0.48	0.37	0.48	0.06	0.49	0.78	0.29	0.01	0.07	0.52	0.17
Control Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
LOS		D	A	D	C	A	D	B	A	D	C	A
Approach Delay		21.2			17.3			23.3			25.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		89	0	66	14	0	164	87	0	4	174	0
Queue Length 95th (ft)		169	55	135	39	66	271	180	0	20	288	42
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		601	773	457	786	843	531	2209	848	560	1319	669
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.28	0.25	0.27	0.04	0.35	0.51	0.29	0.01	0.01	0.52	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 98.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Future Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	1852	0	3294	0
Flt Permitted		0.950			0.998					0.953	
Satd. Flow (perm)	0	1685	1507	0	1779	1500	0	1852	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			267					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	16	5	1216	267	0	552	5	223	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	16	0	1221	267	0	557	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											



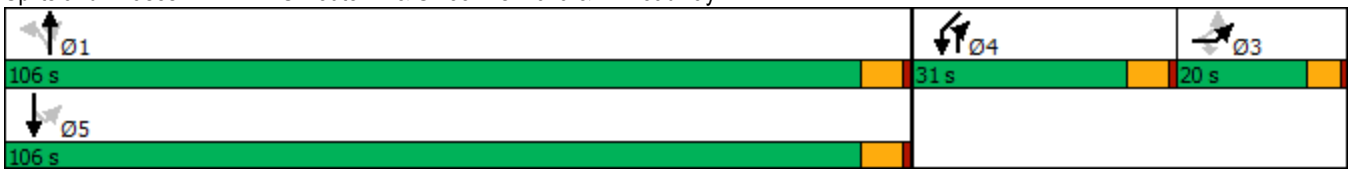
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.5	8.5		100.5	124.0		100.5		14.8	
Actuated g/C Ratio		0.06	0.06		0.74	0.92		0.74		0.11	
v/c Ratio		0.09	0.10		0.93	0.19		0.41		0.63	
Control Delay		65.7	1.3		30.0	0.5		8.8		66.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		65.7	1.3		30.0	0.5		8.8		66.5	
LOS		E	A		C	A		A		E	
Approach Delay		26.1			24.7			8.8		66.5	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		928	0		190		103	
Queue Length 95th (ft)		30	0		#1497	10		305		149	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		187	223		1320	1436		1375		611	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.07		0.93	0.19		0.41		0.37	

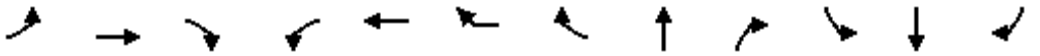
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 135.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

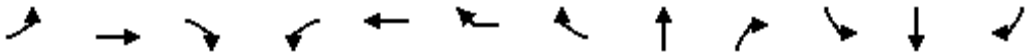
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Future Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.959	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3511	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3511	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							101		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	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%	
Adj. Flow (vph)	309	145	93	77	139	3	112	1141	127	73	538	203
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	275	272	0	0	219	0	112	1141	127	73	741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	35.1	35.1			25.7		37.0	45.4	71.1	62.6	62.6	
Actuated g/C Ratio	0.20	0.20			0.14		0.21	0.26	0.40	0.35	0.35	
v/c Ratio	0.85	0.86			0.84		0.27	1.31	0.20	0.45	0.60	
Control Delay	92.7	95.2			101.2		9.0	196.6	8.6	50.8	51.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	92.7	95.2			101.2		9.0	196.6	8.6	50.8	51.1	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.0			70.0			177.8			51.1	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	334	331			255		7	~930	20	60	388	
Queue Length 95th (ft)	473	472			#406		50	#1185	47	110	496	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	419	407			307		487	871	687	247	1412	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.66	0.67			0.71		0.23	1.31	0.18	0.30	0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 177.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 115.4		Intersection LOS: F	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

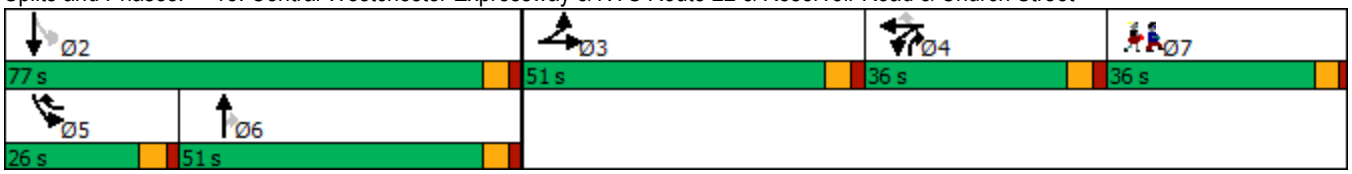
Intersection Summary

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 NO-BUILD CONDITIONS

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



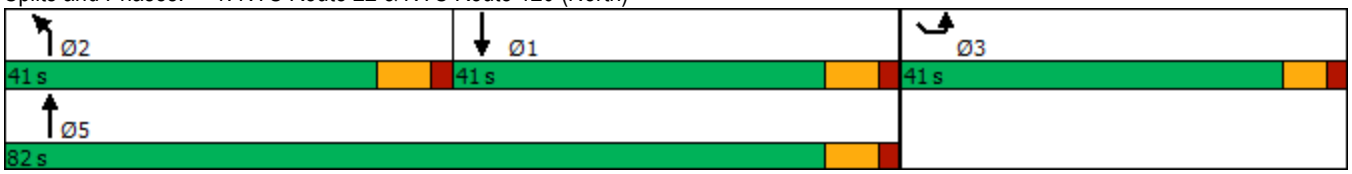
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.1	62.2	33.1	110.4	35.1	110.4
Actuated g/C Ratio	0.20	0.56	0.30	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.84	0.16	1.05	0.57
Control Delay	51.1	12.8	45.9	0.2	91.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	12.8	45.9	0.2	91.7	1.7
LOS	D	B	D	A	F	A
Approach Delay		23.0	36.0		37.1	
Approach LOS		C	D		D	
Queue Length 50th (ft)	126	96	290	0	~420	0
Queue Length 95th (ft)	202	127	#435	0	#698	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	456	2187	1020	1478	510	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.24	0.82	0.16	1.05	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 110.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

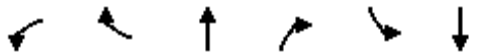
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





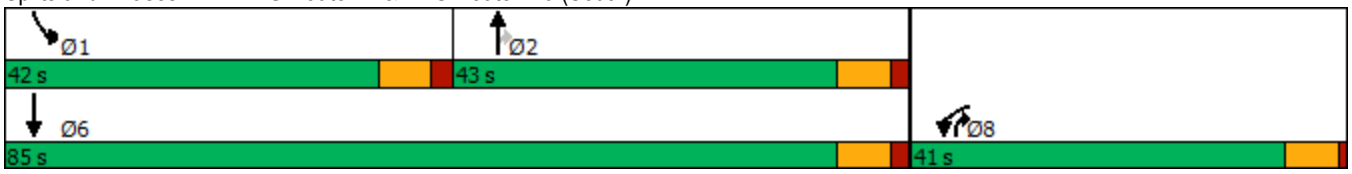
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	478	185	970	655
Future Volume (vph)	45	0	478	185	970	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				7		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Adj. Flow (vph)	47	0	503	195	1021	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	503	195	1021	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.1		18.0	35.1	35.1	60.1
Actuated g/C Ratio	0.12		0.22	0.42	0.42	0.72
v/c Ratio	0.23		0.70	0.31	0.72	0.28
Control Delay	37.4		35.8	16.7	24.2	4.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.4		35.8	16.7	24.2	4.3
LOS	D		D	B	C	A
Approach Delay	37.4		30.5			16.2
Approach LOS	D		C			B
Queue Length 50th (ft)	22		127	63	218	53
Queue Length 95th (ft)	57		180	110	328	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	719		1432	1069	1419	3197
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.07		0.35	0.18	0.72	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 83.2			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973			0.977				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	28	7	1	245	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	297	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.2%		ICU Level of Service A	
Analysis Period (min) 15			

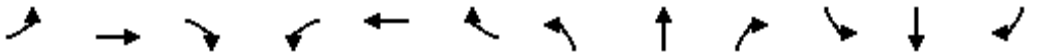
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	245	51	0	0	0

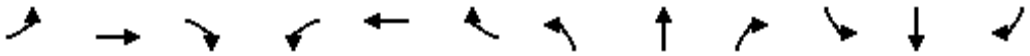
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	273	271	0	0	0
Stage 1	-	273	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	680	802	-	-	-
Stage 1	0	734	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	802	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	802
HCM Lane V/C Ratio	-	-	-	0.044
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



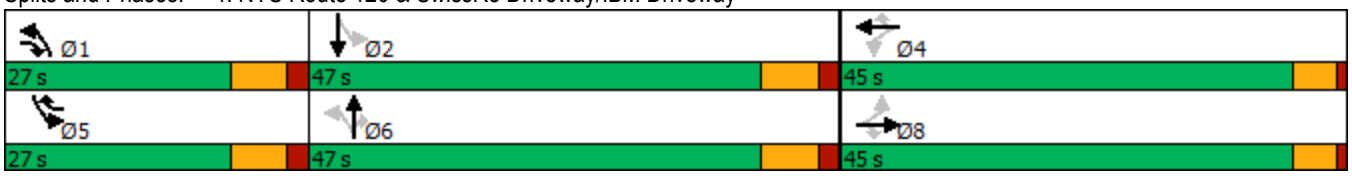
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Future Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.164			0.570		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	289	1667	1558	1105	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Adj. Flow (vph)	17	1	20	4	0	3	159	313	30	29	911	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	313	30	29	911	314
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	63.1
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	1.00
v/c Ratio		0.12	0.11		0.02	0.01	0.42	0.22	0.02	0.03	0.75	0.19
Control Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	0.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	0.3
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.4			11.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	164	0
Queue Length 95th (ft)		27	9		10	0	33	121	0	9	#667	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	691	1420	1340	1178	1208	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.23	0.22	0.02	0.02	0.75	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 63.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	451	5	167	694
Future Volume (vph)	11	11	451	5	167	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Adj. Flow (vph)	12	12	480	5	178	738
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	480	5	178	738
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

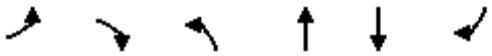
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	451	5	167	694
Future Vol, veh/h	11	11	451	5	167	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	480	5	178	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1574	480	0	-	480	0
Stage 1	480	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	159	573	-	0	1088	-
Stage 1	679	-	-	0	-	-
Stage 2	389	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	133	573	-	-	1088	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	133	573	1088	-
HCM Lane V/C Ratio	-	0.088	0.02	0.163	-
HCM Control Delay (s)	-	34.7	11.4	9	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	0.3	0.1	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	455	701	3
Future Volume (vph)	1	1	0	455	701	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Adj. Flow (vph)	1	1	0	479	738	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	479	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

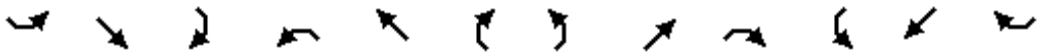
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	455	701	3
Future Vol, veh/h	1	1	0	455	701	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	479	738	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1219	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	105	395	875	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	395	875	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	166	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	27	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

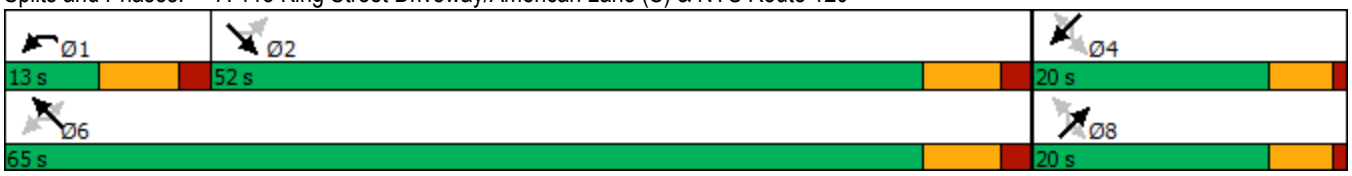
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Future Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1769	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.273				0.739			0.742	
Satd. Flow (perm)	0	1769	0	499	1677	1494	0	1343	1545	0	1200	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Adj. Flow (vph)	1	614	141	143	466	170	24	0	24	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	143	466	170	0	24	24	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		45.2		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.80		0.34	0.41	0.16		0.10	0.06		0.13	
Control Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
LOS		C		A	A	A		C	A		C	
Approach Delay		23.7			5.8			15.5			31.4	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)		302		23	94	0		11	0		13	
Queue Length 95th (ft)		467		41	147	17		32	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		949		427	1144	1073		237	388		211	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.80		0.33	0.41	0.16		0.10	0.06		0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





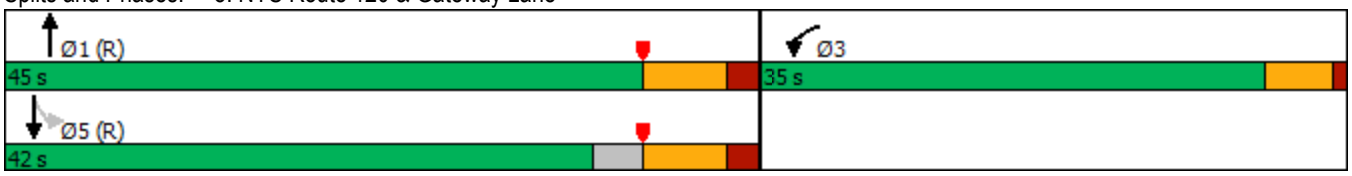
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	223	501	44	203	417
Future Volume (vph)	54	223	501	44	203	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.989			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1692	0	1630	0	0	1743
Flt Permitted	0.990					0.634
Satd. Flow (perm)	1692	0	1630	0	0	1123
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	237		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Adj. Flow (vph)	57	237	533	47	216	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	580	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	9.7		58.3			58.3
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.49			0.81
Control Delay	17.9		3.2			19.3
Queue Delay	0.0		0.0			0.0
Total Delay	17.9		3.2			19.3
LOS	B		A			B
Approach Delay	17.9		3.2			19.3
Approach LOS	B		A			B
Queue Length 50th (ft)	27		27			163
Queue Length 95th (ft)	93		45			#516
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	782		1190			818
Starvation Cap Reductn	0		2			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		0.49			0.81

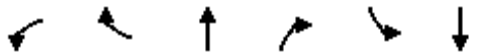
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	521	0	0	470
Future Volume (vph)	157	24	521	0	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Adj. Flow (vph)	165	25	548	0	0	495
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	548	0	0	495
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

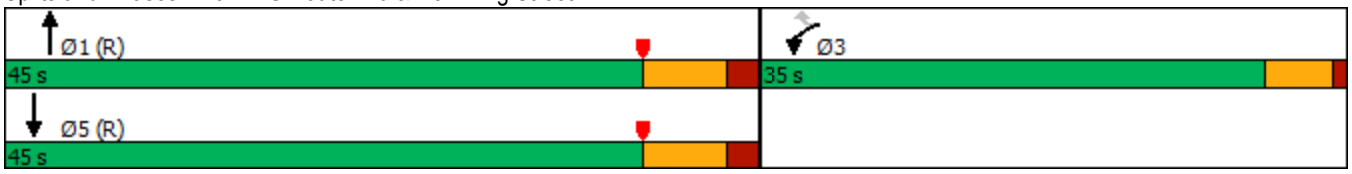


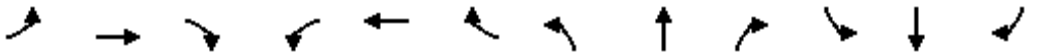
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.49			0.41
Control Delay	38.9	11.3	8.6			3.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	8.6			3.5
LOS	D	B	A			A
Approach Delay	35.2		8.6			3.5
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	111			33
Queue Length 95th (ft)	127	19	221			m64
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.49			0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

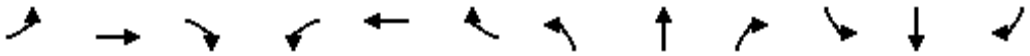
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.605			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1080	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				456
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.53	1.10					0.20	0.19		0.12	0.33	0.34
Control Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
LOS	C	F					B	B		B	C	A
Approach Delay		68.1						17.1			9.0	
Approach LOS		E						B			A	
Queue Length 50th (ft)	168	~574					32	30		17	74	0
Queue Length 95th (ft)	278	#855					62	58		39	135	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	737					556	1450		562	773	1332
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.53	1.10					0.17	0.13		0.09	0.20	0.34

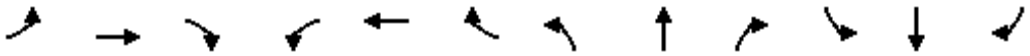
Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 90.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 42.8 Intersection LOS: D
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Future Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	666	0	0	423	153	0	0	571	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	576	0	0	0	571	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	55.2

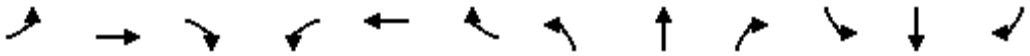
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Future Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	423	153	0	0	571	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	576	0	-	-	-	0	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	1007	-	0	0	-	-	0	0	~ 441
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1007	-	-	-	-	-	-	0	~ 441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	175.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	1007	-	-	-
HCM Lane V/C Ratio	1.295	0.001	-	-	-
HCM Control Delay (s)	175.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	24.9	0	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	438	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	438	0	0	0	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	372

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	438	0	0	0	0	0	690	0	0

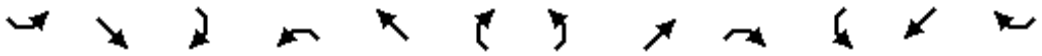
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	876	876	-
Stage 1	-	-	-	876	876	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 304	276	0
Stage 1	-	-	0	~ 388	352	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 304	0	-
Mov Cap-2 Maneuver	-	-	-	~ 304	0	-
Stage 1	-	-	-	~ 388	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 608.2
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	304
HCM Lane V/C Ratio	-	-	2.269
HCM Control Delay (s)	-	-	$ 608.2
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	53.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Future Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			79			157			170
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Adj. Flow (vph)	140	27	236	36	7	59	194	535	157	433	914	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	236	36	7	59	194	535	157	433	914	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

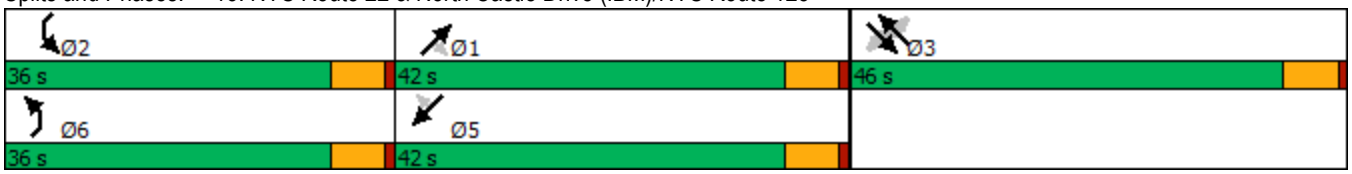


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	16.4	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.49	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.54	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.6			18.9			31.4			29.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	126	145	0	274	223	4
Queue Length 95th (ft)		169	62	50	16	22	201	212	46	#481	352	50
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	718	310	546	605	477	1195	638	513	1680	826
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.33	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.54	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Future Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			251						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Adj. Flow (vph)	2	4	3	505	251	0	1241	2	310	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	251	0	1243	0	313	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Position(ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Size(ft)	40	40	20	40	40	20	40		40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				43			43				
Detector 2 Size(ft)				40			40				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		

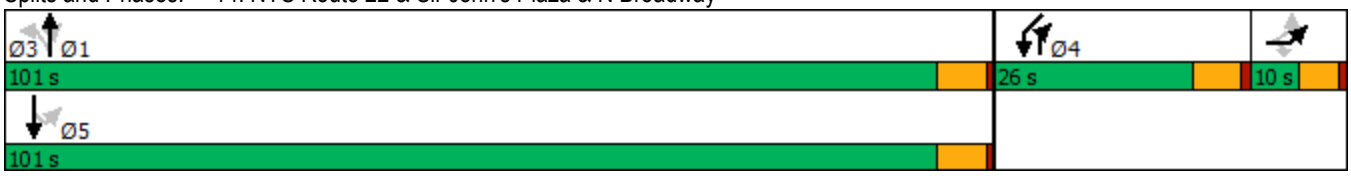


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.3		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.1			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		337		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1306		1729		484		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.65		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 126.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.271			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	515	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	552	52	36	1551	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			21.2	29.3	59.5	80.7	71.1	71.1		
Actuated g/C Ratio	0.24	0.24			0.11	0.15	0.31	0.42	0.37	0.37		
v/c Ratio	0.72	0.96			0.75	0.12	0.55	0.08	0.15	1.20		
Control Delay	80.9	110.2			105.6	0.9	58.9	1.2	41.7	148.8		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	80.9	110.2			105.6	0.9	58.9	1.2	41.7	148.8		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		97.4			84.9		53.9			146.4		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	315	441			181	0	311	0	29	~1240		
Queue Length 95th (ft)	458	#710			267	0	407	6	62	#1462		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	356	346			275	382	1011	741	326	1289		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.72	0.96			0.53	0.09	0.55	0.07	0.11	1.20		

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 191.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

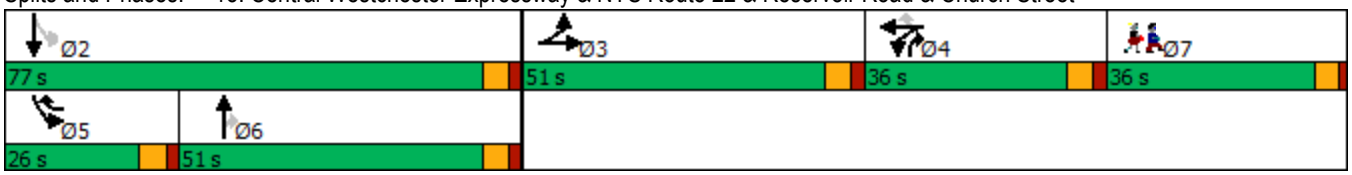
Intersection Summary

Intersection Signal Delay: 114.0	Intersection LOS: F
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	165	364	339	234	184	200
Future Volume (vph)	165	364	339	234	184	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		208
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Adj. Flow (vph)	172	379	353	244	192	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	379	353	244	192	208
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



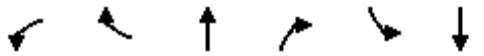
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	16.8	42.5	17.4	73.6	17.7	73.6
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.46	0.20	0.46	0.17	0.51	0.14
Control Delay	30.9	8.1	27.5	0.3	31.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	8.1	27.5	0.3	31.0	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.2	16.3		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	66	38	70	0	74	0
Queue Length 95th (ft)	150	73	136	0	163	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	771	3050	1542	1436	742	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.12	0.23	0.17	0.26	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 73.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	0	268	54	255	284
Future Volume (vph)	46	0	268	54	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				58		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Adj. Flow (vph)	49	0	288	58	274	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	288	58	274	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

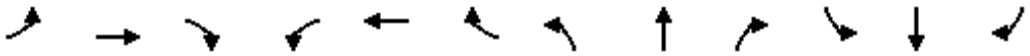


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.2		12.4	29.8	12.4	33.8
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.07	0.35	0.14
Control Delay	19.9		19.2	2.4	19.1	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.9		19.2	2.4	19.1	5.2
LOS	B		B	A	B	A
Approach Delay	19.9		16.4			11.8
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	38	21
Queue Length 95th (ft)	38		72	12	68	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1274		2309	1452	2243	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.12	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 51.1			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992			0.997				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1962	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1962	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	16	1	1	289	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	297	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

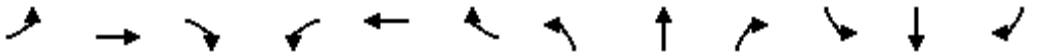
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	289	7	0	0	0

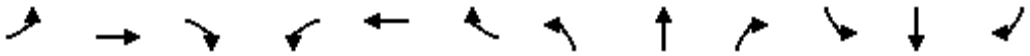
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	295	293	0	0	0
Stage 1	-	295	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	658	782	-	-	-
Stage 1	0	714	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	782	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	782
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



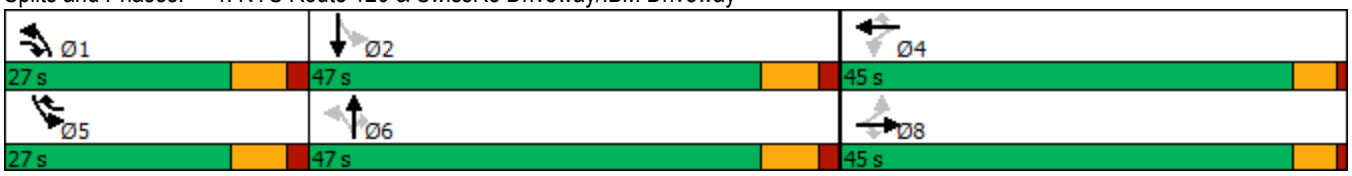
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Future Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.575			0.574		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1053	1798	1558	1112	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	19	0	19	6	0	4	17	305	3	4	280	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	305	3	4	280	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	60.4
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	1.00
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.19	0.00	0.00	0.18	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0			3.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	110	0	2	102	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1123	1639	1428	1186	1548	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.19	0.00	0.00	0.18	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.19			
Intersection Signal Delay: 4.1		Intersection LOS: A	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	257	0	35	256
Future Volume (vph)	11	53	257	0	35	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Adj. Flow (vph)	12	56	271	0	37	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	271	0	37	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

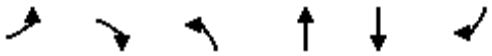
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	257	0	35	256
Future Vol, veh/h	11	53	257	0	35	256
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	271	0	37	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	273	0	-	272	0
Stage 1	272	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	507	788	-	0	1286	-
Stage 1	814	-	-	0	-	-
Stage 2	765	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	491	787	-	-	1285	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	491	787	1285	-
HCM Lane V/C Ratio	-	0.024	0.071	0.029	-
HCM Control Delay (s)	-	12.5	9.9	7.9	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	255	266	1
Future Volume (vph)	2	0	0	255	266	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1750	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1750	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Adj. Flow (vph)	2	0	0	271	283	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	271	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

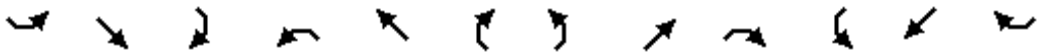
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	255	266	1
Future Vol, veh/h	2	0	0	255	266	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	271	283	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	557	286	285	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	451	740	1289	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	739	1288	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	450	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

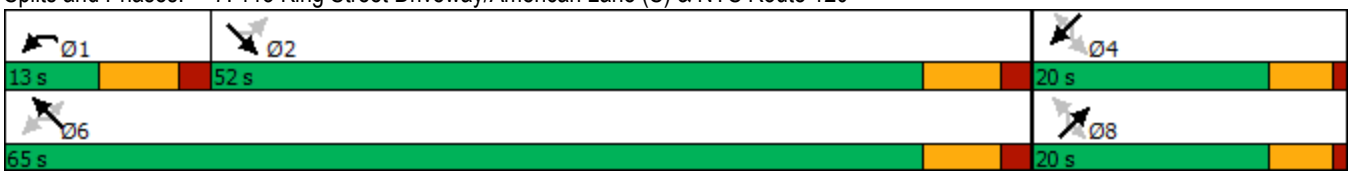
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Future Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt		0.977				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1739	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.533				0.744			0.725	
Satd. Flow (perm)	0	1737	0	974	1774	1534	0	1352	1545	0	1250	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2	232	49	32	222	23	49	0	32	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	32	222	23	0	49	32	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		50.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.27		0.05	0.18	0.02		0.21	0.08		0.09	
Control Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
LOS		A		A	A	A		C	A		C	
Approach Delay		9.8			4.9			19.8			30.6	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		72		5	37	0		23	0		9	
Queue Length 95th (ft)		122		13	62	6		54	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1040		718	1210	1054		238	388		220	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.27		0.04	0.18	0.02		0.21	0.08		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



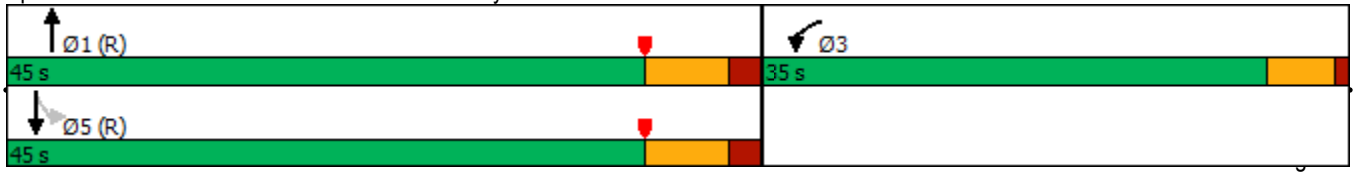


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	74	188	34	77	190
Future Volume (vph)	50	74	188	34	77	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919		0.980			
Flt Protected	0.980					0.986
Satd. Flow (prot)	1641	0	1718	0	0	1704
Flt Permitted	0.980					0.853
Satd. Flow (perm)	1641	0	1718	0	0	1474
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77		15			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Adj. Flow (vph)	52	77	196	35	80	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	231	0	0	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.53		0.17			0.24
Control Delay	23.0		2.2			4.1
Queue Delay	0.0		0.0			0.0
Total Delay	23.0		2.2			4.1
LOS	C		A			A
Approach Delay	23.0		2.2			4.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25		12			34
Queue Length 95th (ft)	71		34			77
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	663		1354			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.17			0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 120 & Gateway Lane





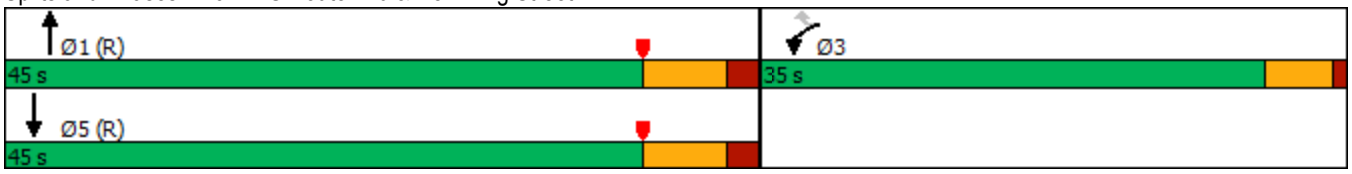
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	176	0	0	241
Future Volume (vph)	245	46	176	0	0	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Adj. Flow (vph)	263	49	189	0	0	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	189	0	0	259
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

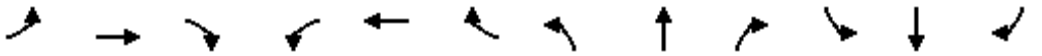


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.17			0.24
Control Delay	37.6	7.7	7.5			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.5			6.5
LOS	D	A	A			A
Approach Delay	32.9		7.5			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	34			28
Queue Length 95th (ft)	180	23	77			104
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.07	0.17			0.24

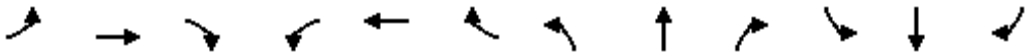
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 120 & New King Street





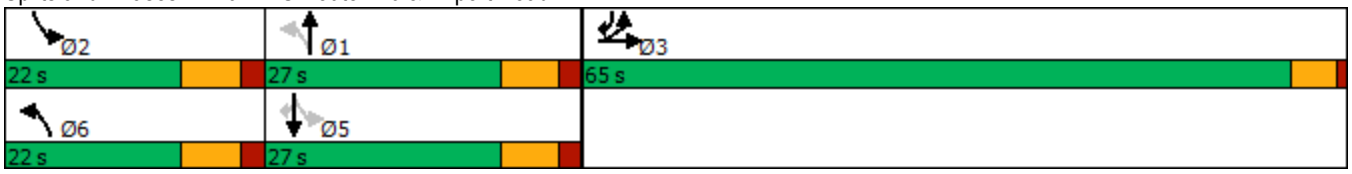
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Future Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.970						0.934				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3296	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.583			0.681		
Satd. Flow (perm)	1595	1670	0	0	0	0	1050	3296	0	1215	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				385
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Adj. Flow (vph)	128	324	83	0	0	0	90	63	49	36	108	385
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	115	420	0	0	0	0	90	112	0	36	108	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

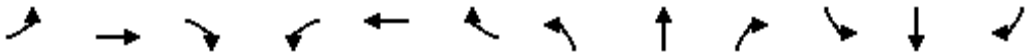


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	24.8	24.8					31.7	28.3		25.4	21.1	54.9
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.20	0.70					0.16	0.08		0.08	0.21	0.30
Control Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.1						12.9			6.9	
Approach LOS		C						B			A	
Queue Length 50th (ft)	36	162					20	7		8	37	0
Queue Length 95th (ft)	76	272					59	34		29	97	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1330	1396					638	1354		661	525	1537
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.09	0.30					0.14	0.08		0.05	0.21	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 70.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Future Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	7	191	0	0	280	196	0	0	343	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	476	0	0	0	343	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

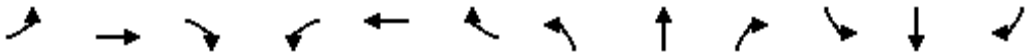
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Future Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	280	196	0	0	343	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	476	0	-	-	-	0	-	-	191
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1097	-	0	0	-	-	0	0	836
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1097	-	-	-	-	-	-	0	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1097	-	-	-
HCM Lane V/C Ratio	0.411	0.006	-	-	-
HCM Control Delay (s)	12.3	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	0	269	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	269	0	0	0	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.1

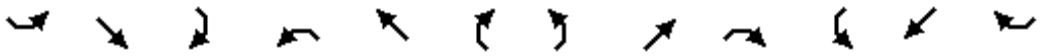
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	269	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	538	538	-
Stage 1	-	-	-	538	538	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	484	439	0
Stage 1	-	-	0	562	510	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	484	0	-
Mov Cap-2 Maneuver	-	-	-	484	0	-
Stage 1	-	-	-	562	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		17.1
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	484
HCM Lane V/C Ratio	-	-	0.392
HCM Control Delay (s)	-	-	17.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87
Future Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Adj. Flow (vph)	123	9	180	27	20	71	184	333	30	60	361	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	180	27	20	71	184	333	30	60	361	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

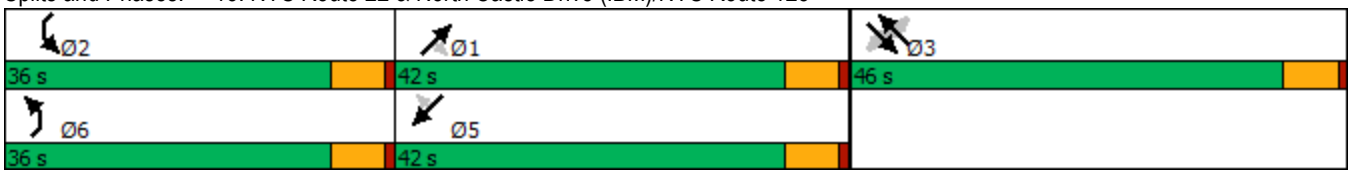


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		17.2	17.2	17.2	17.2	17.2	14.0	45.5	45.5	7.5	36.5	36.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.39	0.12	0.05	0.18	0.68	0.19	0.03	0.38	0.25	0.13
Control Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.6			16.1			23.9			19.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	93	48	0	31	62	0
Queue Length 95th (ft)		126	51	36	29	30	177	96	0	77	124	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		678	832	515	896	803	593	1768	891	638	1459	681
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.22	0.05	0.02	0.09	0.31	0.19	0.03	0.09	0.25	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 85.9			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 20.8		Intersection LOS: C	

Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Future Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			189					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Adj. Flow (vph)	3	0	6	4	417	189	0	391	2	190	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	189	0	393	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

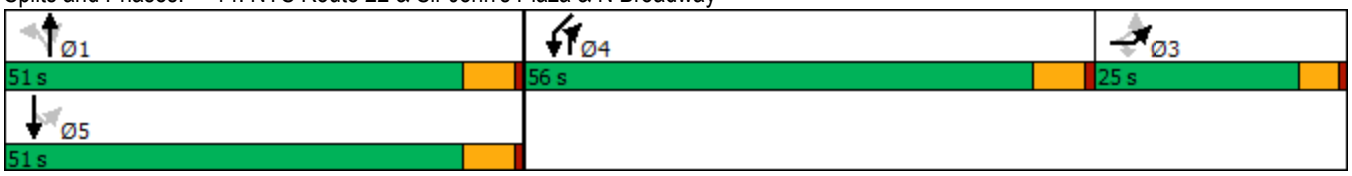


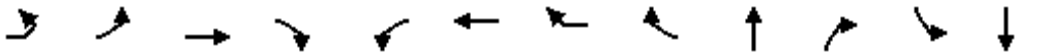
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		7.9	7.9		45.4	66.1		45.4		9.6	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		31.0	0.3		7.9	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		31.0	0.3		7.9	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.6			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		60	0		38		37	
Queue Length 95th (ft)		10	0		193	12		120		77	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		490	382		1137	1391		1459		2301	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.37	0.14		0.27		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 69.3			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

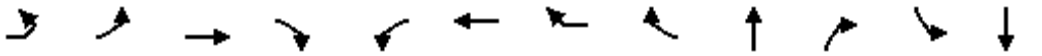




Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Future Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.946			0.999		0.850		0.850		0.944
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1587	0	0	1834	0	1599	3353	1443	1859	3249
Flt Permitted			0.996			0.982					0.258	
Satd. Flow (perm)	0	1546	1587	0	0	1825	0	1576	3353	1443	505	3249
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	365	72	50	393
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	209	280	0	0	182	0	76	365	72	50	624
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		20	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			43			43			43			43
Detector 2 Size(ft)			40			40			40			40
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex



Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	14%	
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		32.0	32.0			20.5		29.4	22.0	42.5	37.1	37.1
Actuated g/C Ratio		0.22	0.22			0.14		0.20	0.15	0.29	0.26	0.26
v/c Ratio		0.61	0.80			0.70		0.20	0.72	0.15	0.24	0.75
Control Delay		60.5	72.4			76.5		7.0	68.8	4.2	47.4	57.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.5	72.4			76.5		7.0	68.8	4.2	47.4	57.2
LOS		E	E			E		A	E	A	D	E
Approach Delay			67.3			56.0			58.1			56.5
Approach LOS			E			E			E			E
Queue Length 50th (ft)		186	262			164		0	172	0	36	283
Queue Length 95th (ft)		320	433			288		32	272	18	84	421
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		491	504			388		504	1066	573	320	1630
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.56			0.47		0.15	0.34	0.13	0.16	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 144.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	

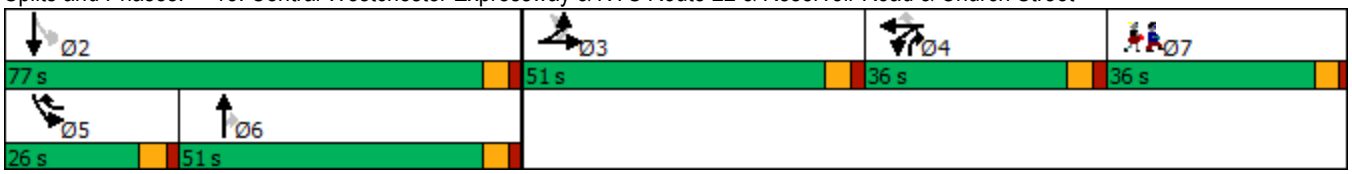


Lane Group	SBR	Ø7
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



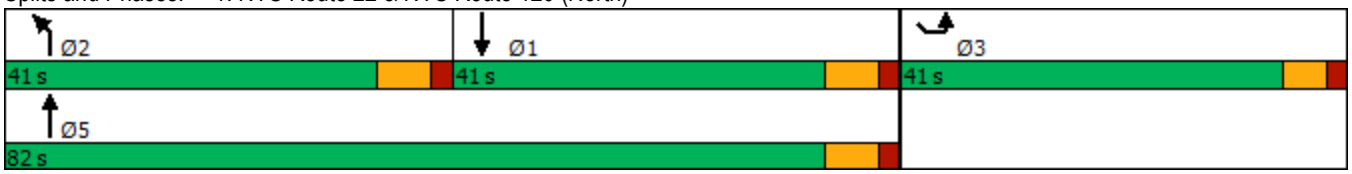
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.51	0.37	0.76	0.43	0.73	0.17
Control Delay	270.4	10.7	44.3	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	270.4	10.7	44.3	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		139.1	23.4		27.5	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~814	133	241	0	203	0
Queue Length 95th (ft)	#1146	202	336	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2255	1022	1507	531	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.51	0.35	0.68	0.43	0.56	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111.8			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 76.8		Intersection LOS: E	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

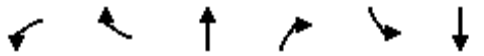
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





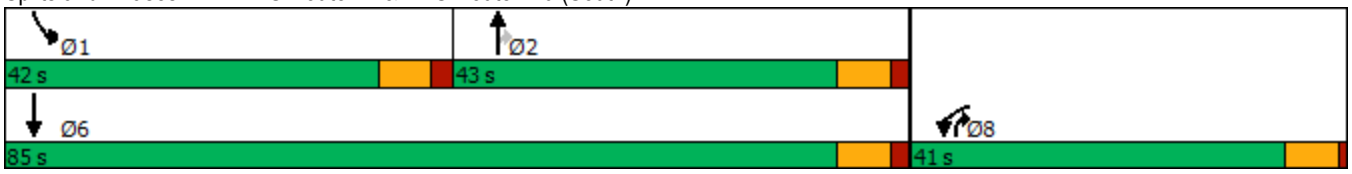
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	314	16	531	30	246	643
Future Volume (vph)	314	16	531	30	246	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Adj. Flow (vph)	369	19	625	35	289	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	625	35	289	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

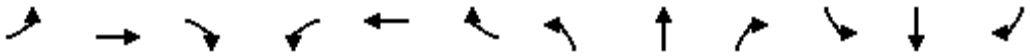


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	22.8		21.4	51.5	14.2	42.9
Actuated g/C Ratio	0.29		0.27	0.65	0.18	0.54
v/c Ratio	0.72		0.68	0.04	0.48	0.40
Control Delay	34.5		30.9	1.8	34.7	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.5		30.9	1.8	34.7	12.0
LOS	C		C	A	C	B
Approach Delay	34.5		29.3			18.3
Approach LOS	C		C			B
Queue Length 50th (ft)	164		138	0	65	104
Queue Length 95th (ft)	291		231	8	124	177
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	851		1604	1207	1528	3223
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.46		0.39	0.03	0.19	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 79.2			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	62	9	2	1144	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1182	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

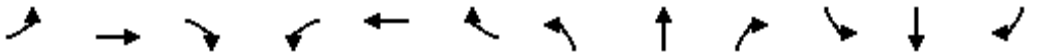
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1144	36	0	0	0

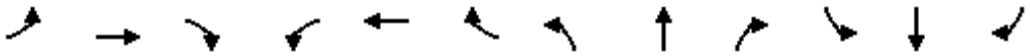
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1166	1162	0	0	0
Stage 1	-	1166	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	266	282	-	-	-
Stage 1	0	367	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	282	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	22	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	282
HCM Lane V/C Ratio	-	-	-	0.25
HCM Control Delay (s)	-	-	-	22
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.666		0.505			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	785	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	84.7
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	1.00
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.17		0.01	0.34	0.01
Control Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			105.6			16.0	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~725		0	96	0
Queue Length 95th (ft)		190	33		34	11	23	#1214		2	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	654	1041		504	893	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.06	1.17		0.00	0.34	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 84.7			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 73.8		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	960	1	8	426
Future Volume (vph)	6	136	960	1	8	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Adj. Flow (vph)	7	155	1091	1	9	484
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1091	1	9	484
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

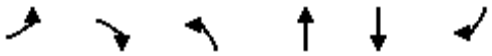
Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	960	1	8	426
Future Vol, veh/h	6	136	960	1	8	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1091	1	9	484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1593	1091	0	-	1091	0
Stage 1	1091	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	155	286	-	0	604	-
Stage 1	390	-	-	0	-	-
Stage 2	666	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	153	286	-	-	604	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	153	286	604	-
HCM Lane V/C Ratio	-	0.045	0.54	0.015	-
HCM Control Delay (s)	-	29.6	31.5	11.1	-
HCM Lane LOS	-	D	D	B	-
HCM 95th %tile Q(veh)	-	0.1	3	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	960	433	0
Future Volume (vph)	1	0	0	960	433	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	1	0	0	1157	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	1157	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

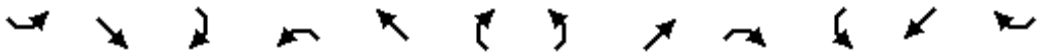
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	960	433	0
Future Vol, veh/h	1	0	0	960	433	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	1157	522	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1679	522	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	1157	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	80	535	1055	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	535	1055	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1055	-	80	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	50.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Future Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.992				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1805	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.409				0.601			0.590	
Satd. Flow (perm)	0	1800	0	747	1792	1412	0	1092	1545	0	1057	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				26			148			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	2	472	29	28	969	23	148	0	148	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	28	969	23	0	148	148	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

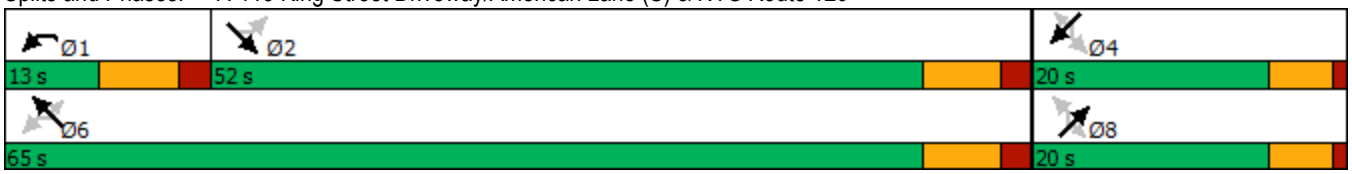


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		53.0		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.62		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	
Control Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
LOS		B		A	B	A		E	A		E	
Approach Delay		11.1			15.0			34.9			62.3	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)		100		4	308	0		76	0		74	
Queue Length 95th (ft)		230		11	438	6		#161	43		#158	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1124		579	1222	971		192	394		186	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.459
Satd. Flow (perm)	1708	0	1765	0	0	819
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	177		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	



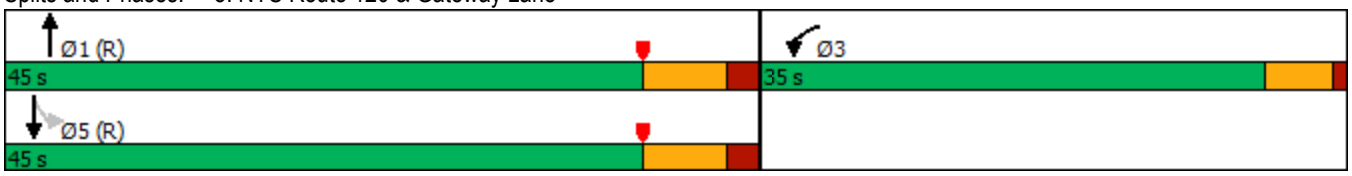
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	18.7		49.3			49.3
Actuated g/C Ratio	0.23		0.62			0.62
v/c Ratio	0.81		0.65			1.48
Control Delay	28.1		7.6			246.4
Queue Delay	0.0		0.0			0.0
Total Delay	28.1		7.6			246.4
LOS	C		A			F
Approach Delay	28.1		7.6			246.4
Approach LOS	C		A			F
Queue Length 50th (ft)	121		52			~521
Queue Length 95th (ft)	186		95			#562
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	751		1089			504
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.65			1.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.48			
Intersection Signal Delay: 106.8		Intersection LOS: F	
Intersection Capacity Utilization 106.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			8.8
Queue Delay	0.0	0.0	0.0			0.3
Total Delay	40.1	4.5	18.4			9.1
LOS	D	A	B			A
Approach Delay	34.3		18.4			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	198			106
Queue Length 95th (ft)	#380	29	319			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			55
Spillback Cap Reductn	0	0	11			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.62			0.66

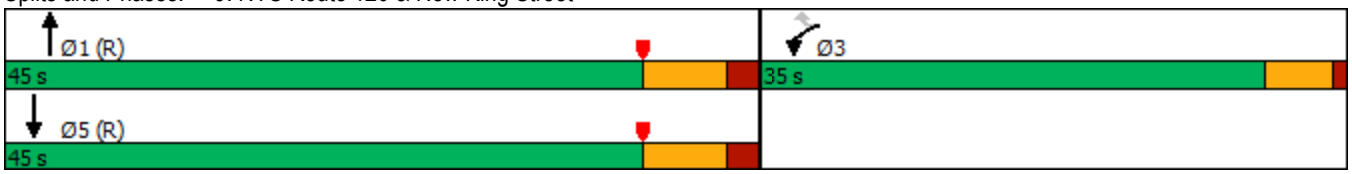
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

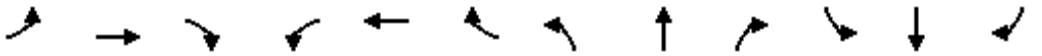
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

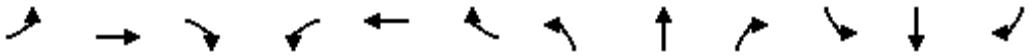
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





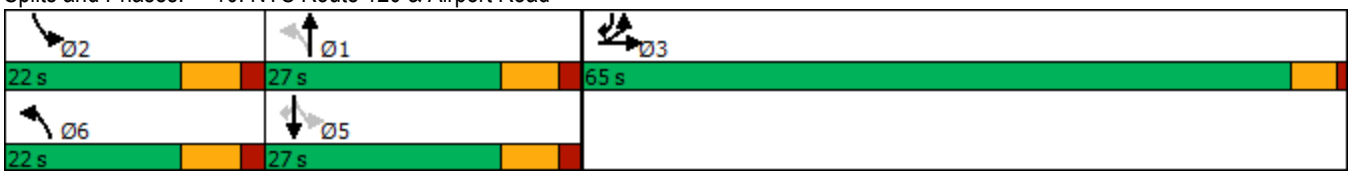
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Future Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.955						0.979				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3377	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.310			0.643		
Satd. Flow (perm)	1689	1686	0	0	0	0	586	3377	0	1105	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						14				119
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Adj. Flow (vph)	410	285	138	0	0	0	316	149	24	35	297	733
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	369	464	0	0	0	0	316	173	0	35	297	733
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

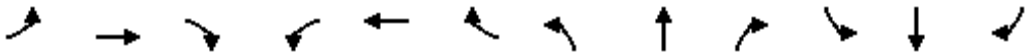


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	37.9	37.9					42.8	35.2		26.3	20.4	65.4
Actuated g/C Ratio	0.41	0.41					0.46	0.38		0.28	0.22	0.70
v/c Ratio	0.54	0.66					0.67	0.13		0.10	0.75	0.64
Control Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
LOS	C	C					C	C		C	D	A
Approach Delay		23.9						26.9			20.6	
Approach LOS		C						C			C	
Queue Length 50th (ft)	166	209					114	33		11	160	159
Queue Length 95th (ft)	244	307					#266	81		39	#385	244
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1111	1119					469	1290		511	395	1456
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.33	0.41					0.67	0.13		0.07	0.75	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 92.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Future Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.920				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	271	0	0	424	626	0	0	562	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1050	0	0	0	562	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

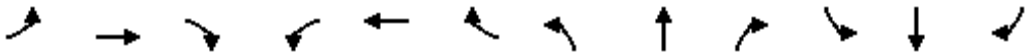
Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Future Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	424	626	0	0	562	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1050	0	-	-	-	0	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	671	-	0	0	-	-	0	0	767
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	671	-	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	671	-	-	-
HCM Lane V/C Ratio	0.732	0.005	-	-	-
HCM Control Delay (s)	21.4	10.4	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	6.5	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	429	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	429	0	0	0	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	25.4

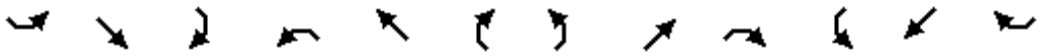
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	429	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	858	858	-
Stage 1	-	-	-	858	858	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	312	283	0
Stage 1	-	-	0	396	359	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	312	0	-
Mov Cap-2 Maneuver	-	-	-	312	0	-
Stage 1	-	-	-	396	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		64.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	312
HCM Lane V/C Ratio	-	-	0.893
HCM Control Delay (s)	-	-	64.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.3

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Future Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Adj. Flow (vph)	173	6	209	148	32	354	316	775	35	63	732	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	209	148	32	354	316	775	35	63	732	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

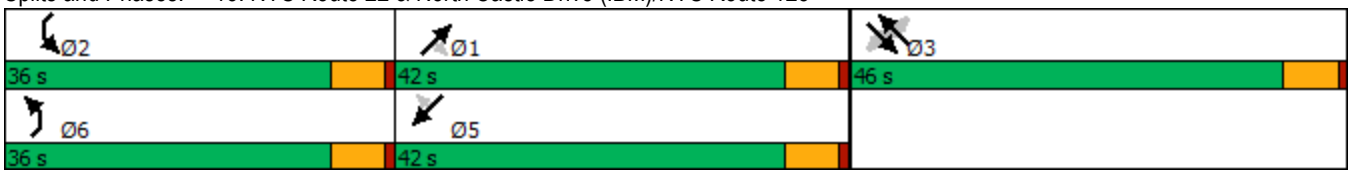


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		26.1	26.1	26.1	26.1	26.1	23.1	54.2	54.2	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.42	0.05	0.44	0.59	0.19
Control Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.3			18.0			29.3			30.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	206	176	0	42	218	0
Queue Length 95th (ft)		179	55	160	42	69	#337	276	0	92	335	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		569	750	419	742	846	501	1860	726	529	1245	643
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.63	0.42	0.05	0.12	0.59	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.6		Intersection LOS: C	

Intersection Capacity Utilization 68.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Future Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			300					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Adj. Flow (vph)	8	2	17	5	1278	300	0	580	5	268	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	300	0	585	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		8.6	8.6		100.6	126.3		100.6		17.0	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.21		0.35		0.67	
Control Delay		67.1	1.5		42.8	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.1	1.5		42.8	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.8			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1267	0		147		125	
Queue Length 95th (ft)		30	0		#1671	11		229		176	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1298	1425		1692		601	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.08		0.99	0.21		0.35		0.45	

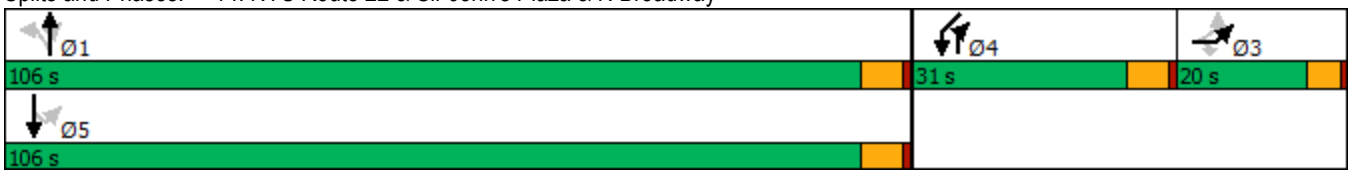
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 137.7			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

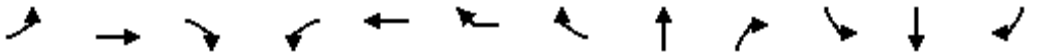
* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

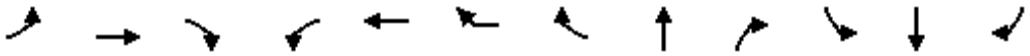
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.961	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.2	37.2			26.9		38.3	45.3	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.35	0.35	
v/c Ratio	0.86	0.88			0.86		0.28	1.43	0.20	0.48	0.67	
Control Delay	93.4	96.3			104.0		10.0	244.7	9.1	52.9	54.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	93.4	96.3			104.0		10.0	244.7	9.1	52.9	54.7	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.8			71.9			221.5			54.5	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	361	360			275		12	~1076	22	66	454	
Queue Length 95th (ft)	500	501			#436		55	#1294	51	114	553	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	410	399			301		490	854	675	242	1387	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.72			0.76		0.24	1.43	0.20	0.32	0.59	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 181.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

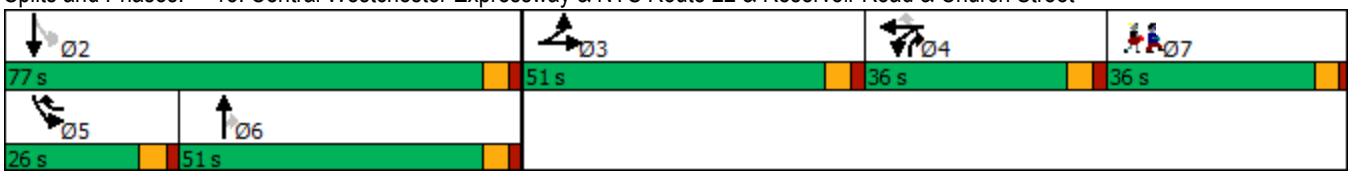
Intersection Summary

Intersection Signal Delay: 135.1	Intersection LOS: F
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 BUILD CONDITIONS

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	184	513	756	226	524	757
Future Volume (vph)	184	513	756	226	524	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		465
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	188	523	771	231	535	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	523	771	231	535	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

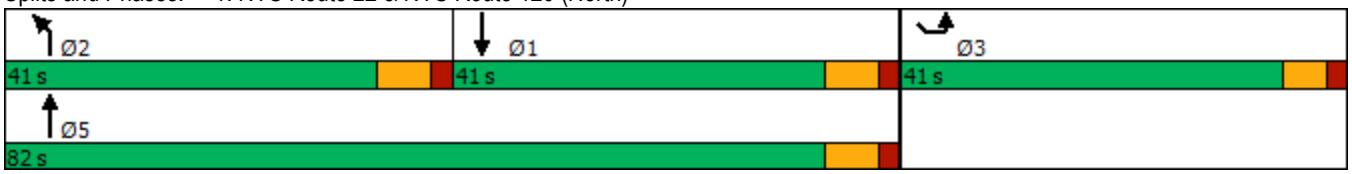
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	21.8	61.0	32.1	109.2	35.2	109.2
Actuated g/C Ratio	0.20	0.56	0.29	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.79	0.16	1.04	0.54
Control Delay	50.5	13.0	43.2	0.2	87.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	13.0	43.2	0.2	87.4	1.4
LOS	D	B	D	A	F	A
Approach Delay		22.9	33.3		36.6	
Approach LOS		C	C		D	
Queue Length 50th (ft)	124	96	261	0	~419	0
Queue Length 95th (ft)	200	126	368	0	#696	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	462	2215	1033	1478	516	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.24	0.75	0.16	1.04	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 109.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

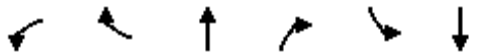
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





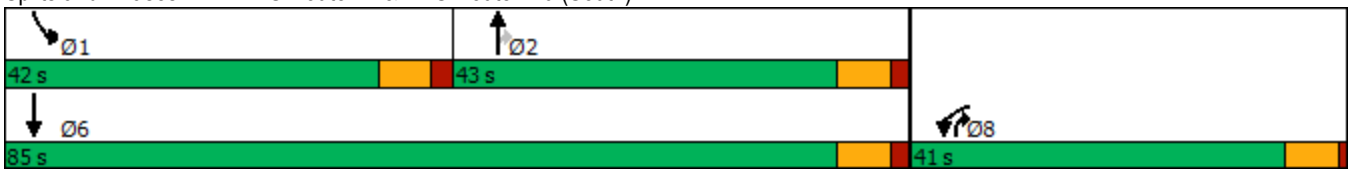
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	0	478	173	858	655
Future Volume (vph)	46	0	478	173	858	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				13		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Adj. Flow (vph)	48	0	503	182	903	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	503	182	903	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

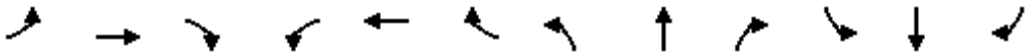


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.2		18.0	35.2	29.6	54.7
Actuated g/C Ratio	0.13		0.23	0.45	0.38	0.70
v/c Ratio	0.22		0.66	0.27	0.71	0.29
Control Delay	36.0		32.3	14.3	24.3	4.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	36.0		32.3	14.3	24.3	4.6
LOS	D		C	B	C	A
Approach Delay	36.0		27.5			15.8
Approach LOS	D		C			B
Queue Length 50th (ft)	21		117	49	184	53
Queue Length 95th (ft)	58		181	100	279	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	773		1539	1146	1526	3277
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.33	0.16	0.59	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 78			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 19.7		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	213	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	213	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973			0.977				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	28	7	1	242	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	294	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

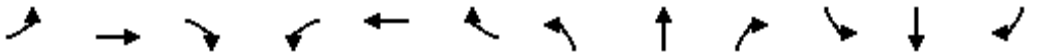
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	25	6	1	213	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	213	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	242	51	0	0	0

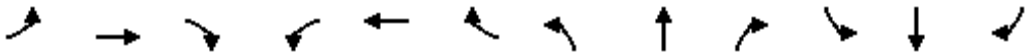
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	270	268	0	0	0
Stage 1	-	270	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	682	805	-	-	-
Stage 1	0	735	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	805	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	805
HCM Lane V/C Ratio	-	-	-	0.044
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



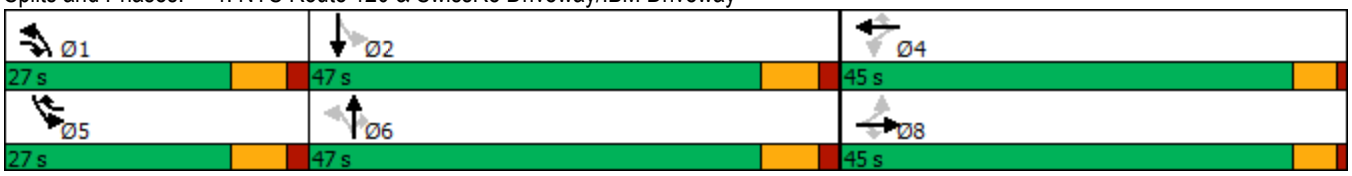
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	285	28	27	714	289
Future Volume (vph)	16	1	18	4	0	3	146	285	28	27	714	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.240			0.572		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	423	1667	1558	1109	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Adj. Flow (vph)	17	1	20	4	0	3	159	310	30	29	776	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	310	30	29	776	314
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	63.1
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	1.00
v/c Ratio		0.12	0.11		0.02	0.01	0.34	0.22	0.02	0.03	0.64	0.19
Control Delay		29.8	4.8		28.5	0.0	3.5	4.3	0.0	2.4	12.3	0.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	3.5	4.3	0.0	2.4	12.3	0.3
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			3.8			8.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	123	0
Queue Length 95th (ft)		27	9		10	0	33	120	0	9	#480	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	762	1420	1340	1180	1208	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.21	0.22	0.02	0.02	0.64	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 63.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	449	5	167	570
Future Volume (vph)	11	11	449	5	167	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Adj. Flow (vph)	12	12	478	5	178	606
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	478	5	178	606
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

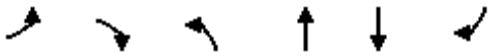
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	449	5	167	570
Future Vol, veh/h	11	11	449	5	167	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	478	5	178	606

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1440	478	0	-	478	0
Stage 1	478	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	188	575	-	0	1090	-
Stage 1	680	-	-	0	-	-
Stage 2	439	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	157	575	-	-	1090	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	367	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	157	575	1090	-
HCM Lane V/C Ratio	-	0.075	0.02	0.163	-
HCM Control Delay (s)	-	29.8	11.4	8.9	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0.1	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	5	1	446	575	5
Future Volume (vph)	8	5	1	446	575	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948				0.999	
Flt Protected	0.970					
Satd. Flow (prot)	1065	0	0	1643	1782	0
Flt Permitted	0.970					
Satd. Flow (perm)	1065	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Adj. Flow (vph)	8	5	1	469	605	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	470	610	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

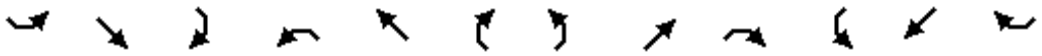
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	1	446	575	5
Future Vol, veh/h	8	5	1	446	575	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	8	5	1	469	605	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1079	608	610	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	134	475	979	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	475	979	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	185	-	-
HCM Lane V/C Ratio	0.001	-	0.074	-	-
HCM Control Delay (s)	8.7	0	26	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

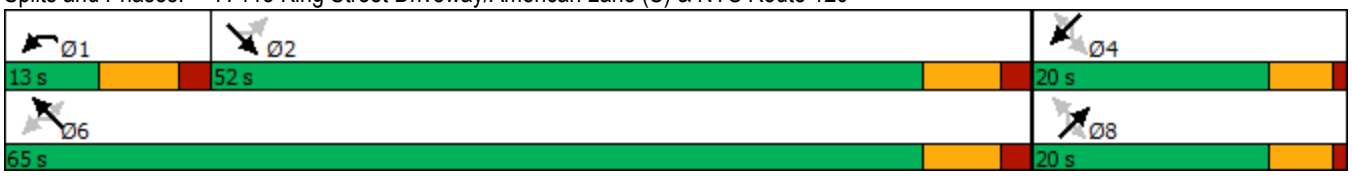
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	575	4	15	435	158	13	0	40	26	0	0
Future Volume (vph)	1	575	4	15	435	158	13	0	40	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1800	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.360				0.739			0.748	
Satd. Flow (perm)	0	1800	0	658	1677	1494	0	1343	1545	0	1210	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Adj. Flow (vph)	1	618	4	16	468	170	14	0	43	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	16	468	170	0	14	43	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		55.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.53		0.03	0.41	0.16		0.06	0.11		0.13	
Control Delay		10.9		4.5	7.2	1.1		30.1	0.6		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.9		4.5	7.2	1.1		30.1	0.6		31.4	
LOS		B		A	A	A		C	A		C	
Approach Delay		10.9			5.6			7.8			31.4	
Approach LOS		B			A			A			C	
Queue Length 50th (ft)		139		2	95	0		6	0		13	
Queue Length 95th (ft)		333		8	147	17		23	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1176		525	1144	1073		237	388		213	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.53		0.03	0.41	0.16		0.06	0.11		0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	200	407	44	208	434
Future Volume (vph)	54	200	407	44	208	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893		0.987			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1696	0	1626	0	0	1743
Flt Permitted	0.990					0.701
Satd. Flow (perm)	1696	0	1626	0	0	1242
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	213		9			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Adj. Flow (vph)	57	213	433	47	221	462
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	0	480	0	0	683
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

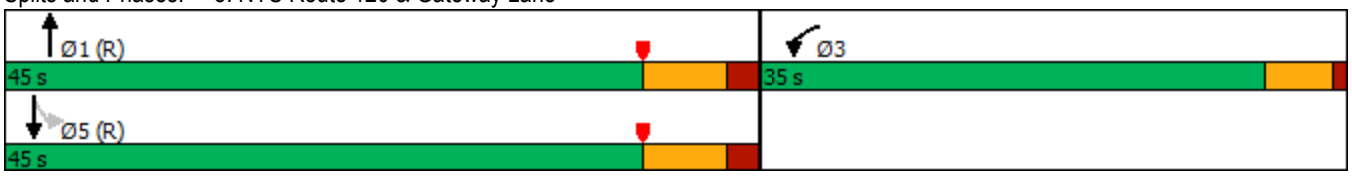


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	9.5		58.5			58.5
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.69		0.40			0.75
Control Delay	18.2		2.9			15.2
Queue Delay	0.0		0.0			0.0
Total Delay	18.2		2.9			15.2
LOS	B		A			B
Approach Delay	18.2		2.9			15.2
Approach LOS	B		A			B
Queue Length 50th (ft)	27		23			153
Queue Length 95th (ft)	90		40			#498
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	769		1191			908
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.35		0.40			0.75

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

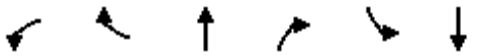
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	427	0	0	487
Future Volume (vph)	157	24	427	0	0	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Adj. Flow (vph)	165	25	449	0	0	513
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	449	0	0	513
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

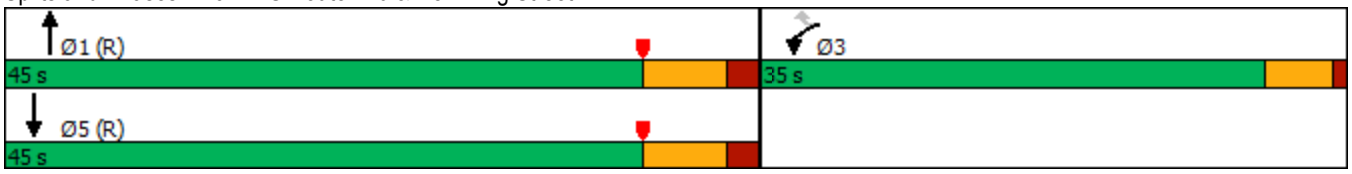


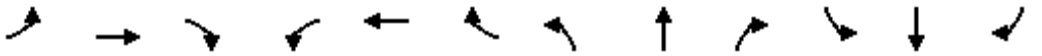
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.40			0.43
Control Delay	38.9	11.3	7.5			3.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	7.5			3.7
LOS	D	B	A			A
Approach Delay	35.2		7.5			3.7
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	83			34
Queue Length 95th (ft)	127	19	167			m70
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.40			0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 44.3%		ICU Level of Service A	
Analysis Period (min) 15			

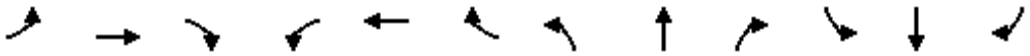
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Future Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.948				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1616	0	0	0	0	1695	3168	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.599			0.644		
Satd. Flow (perm)	1580	1616	0	0	0	0	1069	3168	0	1171	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						59				470
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	344	439	327	0	0	0	95	111	59	52	163	470
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	310	800	0	0	0	0	95	170	0	52	163	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	40.3	40.3					34.8	27.5		30.3	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.34	0.28	0.82
v/c Ratio	0.44	1.08					0.20	0.17		0.12	0.34	0.35
Control Delay	21.1	84.3					16.6	16.2		16.2	30.0	1.1
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.1	84.3					16.6	16.2		16.2	30.0	1.1
LOS	C	F					B	B		B	C	A
Approach Delay		66.6						16.3			9.1	
Approach LOS		E						B			A	
Queue Length 50th (ft)	131	~562					32	24		17	77	0
Queue Length 95th (ft)	222	#844					62	50		39	140	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	739					554	1445		568	773	1335
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.44	1.08					0.17	0.12		0.09	0.21	0.35

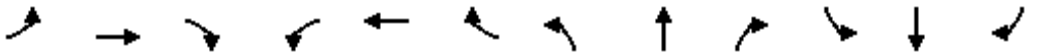
Intersection Summary

Area Type: Other
Cycle Length: 114
Actuated Cycle Length: 90.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	393	138	0	0	444	0	0	0
Future Volume (vph)	1	599	0	0	393	138	0	0	444	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1759	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1759	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	666	0	0	437	153	0	0	493	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	590	0	0	0	493	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	30.8

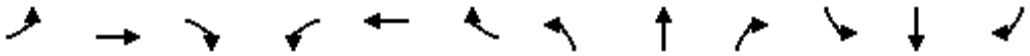
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	599	0	0	393	138	0	0	444	0	0	0
Future Vol, veh/h	1	599	0	0	393	138	0	0	444	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	437	153	0	0	493	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	590	0	-	-	-	0	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	995	-	0	0	-	-	0	0	~ 441
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	995	-	-	-	-	-	-	0	~ 441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	995	-	-	-
HCM Lane V/C Ratio	1.119	0.001	-	-	-
HCM Control Delay (s)	109.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	17.3	0	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	393	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	393	0	0	0	0	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	452	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	452	0	0	0	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	393.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	393	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	393	0	0	0	0	0	600	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	452	0	0	0	0	0	690	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	904	904	-
Stage 1	-	-	-	904	904	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 292	265	0
Stage 1	-	-	0	~ 376	341	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 292	0	-
Mov Cap-2 Maneuver	-	-	-	~ 292	0	-
Stage 1	-	-	-	~ 376	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 650.8
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	292
HCM Lane V/C Ratio	-	-	2.362
HCM Control Delay (s)	-	-	$ 650.8
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	54.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

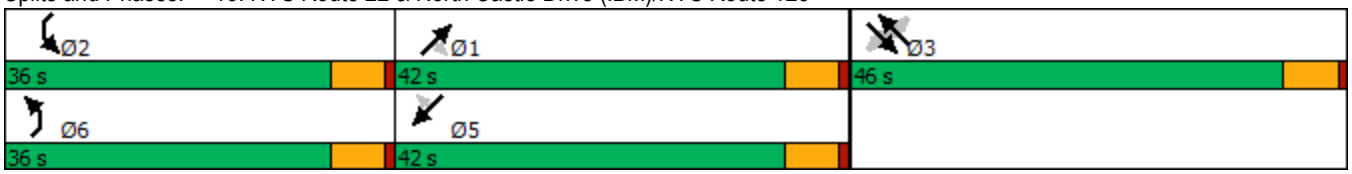
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	217	35	7	57	189	517	152	420	837	177
Future Volume (vph)	136	26	217	35	7	57	189	517	152	420	837	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			79			157			180
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Adj. Flow (vph)	140	27	224	36	7	59	195	533	157	433	863	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	224	36	7	59	195	533	157	433	863	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	16.5	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.47	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.51	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.3	4.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.3	4.0
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		24.1			18.9			31.5			28.9	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	127	145	0	274	206	1
Queue Length 95th (ft)		169	61	50	16	22	202	211	46	#481	328	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	710	310	546	605	477	1195	638	513	1678	831
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.32	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.51	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	234	0	1216	2	305	2	1
Future Volume (vph)	2	4	3	495	234	0	1216	2	305	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			239						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Adj. Flow (vph)	2	4	3	505	239	0	1241	2	311	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	239	0	1243	0	314	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Position(ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Size(ft)	40	40	20	40	40	20	40		40		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				43			43				
Detector 2 Size(ft)				40			40				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		

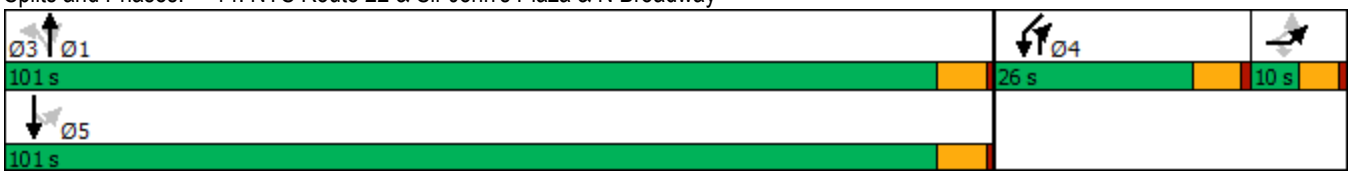


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.4		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.18		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.2			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		338		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1305		1728		484		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.41	0.18		0.72		0.65		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 126.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Future Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.973		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3464	0	0
Flt Permitted		0.996			0.974				0.279			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	530	3464	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	539	52	36	1185	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	539	52	36	1447	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			21.2	29.3	59.5	80.7	71.1	71.1		
Actuated g/C Ratio	0.24	0.24			0.11	0.15	0.31	0.42	0.37	0.37		
v/c Ratio	0.72	0.96			0.75	0.12	0.53	0.08	0.14	1.13		
Control Delay	80.9	110.2			105.6	0.9	58.5	1.2	41.7	119.9		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	80.9	110.2			105.6	0.9	58.5	1.2	41.7	119.9		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		97.4			84.9		53.4			118.0		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	315	441			181	0	302	0	29	~1100		
Queue Length 95th (ft)	458	#710			267	0	397	6	62	#1321		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	356	346			275	382	1011	741	330	1286		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.72	0.96			0.53	0.09	0.53	0.07	0.11	1.13		

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 191.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

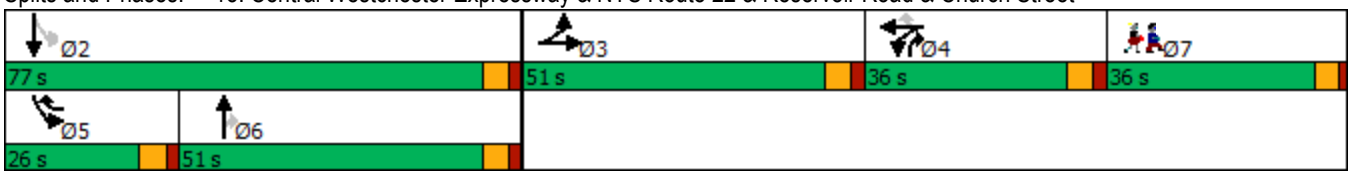
Intersection Summary

Intersection Signal Delay: 98.2	Intersection LOS: F
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	155	345	321	234	184	189
Future Volume (vph)	155	345	321	234	184	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		197
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Adj. Flow (vph)	161	359	334	244	192	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	359	334	244	192	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	16.3	41.1	16.6	71.9	17.5	71.9
Actuated g/C Ratio	0.23	0.57	0.23	1.00	0.24	1.00
v/c Ratio	0.44	0.20	0.45	0.17	0.51	0.14
Control Delay	30.0	8.1	27.0	0.3	30.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.1	27.0	0.3	30.1	0.2
LOS	C	A	C	A	C	A
Approach Delay		14.9	15.7		14.9	
Approach LOS		B	B		B	
Queue Length 50th (ft)	59	35	64	0	70	0
Queue Length 95th (ft)	138	69	126	0	159	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	787	3078	1575	1436	758	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.12	0.21	0.17	0.25	0.14

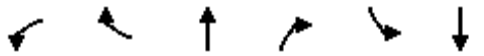
Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 71.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	0	268	51	226	284
Future Volume (vph)	43	0	268	51	226	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				55		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Adj. Flow (vph)	46	0	288	55	243	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	288	55	243	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.2		12.4	29.7	12.2	33.6
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.06	0.32	0.14
Control Delay	19.7		19.1	2.3	18.8	5.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.7		19.1	2.3	18.8	5.3
LOS	B		B	A	B	A
Approach Delay	19.7		16.4			11.3
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	34	21
Queue Length 95th (ft)	35		71	12	60	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1278		2315	1455	2250	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.11	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 50.9			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	231	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	231	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1960	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1960	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	16	1	1	257	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	265	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.6%		ICU Level of Service A	
Analysis Period (min) 15			

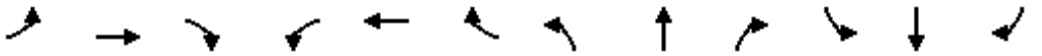
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	231	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	231	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	257	7	0	0	0

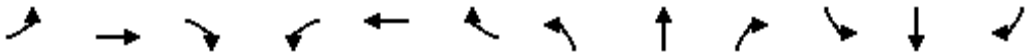
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	263	261	0	0	0
Stage 1	-	263	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	680	811	-	-	-
Stage 1	0	731	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	811	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	811
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



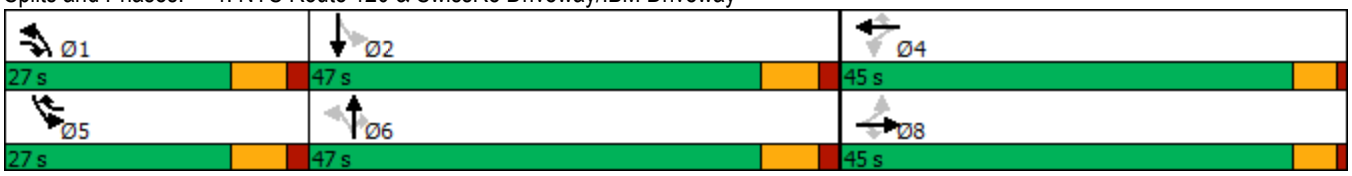
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	258	3	4	234	39
Future Volume (vph)	18	0	18	6	0	4	16	258	3	4	234	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.593			0.592		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1086	1798	1558	1147	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	19	0	19	6	0	4	17	272	3	4	246	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	272	3	4	246	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	60.4
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	1.00
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.17	0.00	0.00	0.16	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.0	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0			3.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	98	0	2	88	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1140	1639	1428	1204	1548	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.01	0.17	0.00	0.00	0.16	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 4.1		Intersection LOS: A	
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	225	0	35	224
Future Volume (vph)	11	53	225	0	35	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Adj. Flow (vph)	12	56	237	0	37	236
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	237	0	37	236
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

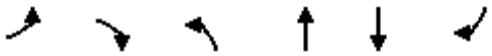
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	225	0	35	224
Future Vol, veh/h	11	53	225	0	35	224
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	237	0	37	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	239	0	-	238	0
Stage 1	238	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	548	821	-	0	1323	-
Stage 1	839	-	-	0	-	-
Stage 2	787	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	532	820	-	-	1322	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	532	820	1322	-
HCM Lane V/C Ratio	-	0.022	0.068	0.028	-
HCM Control Delay (s)	-	11.9	9.7	7.8	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	1	1	218	229	6
Future Volume (vph)	7	1	1	218	229	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.983				0.997	
Flt Protected	0.958					
Satd. Flow (prot)	1762	0	0	1722	1747	0
Flt Permitted	0.958					
Satd. Flow (perm)	1762	0	0	1722	1747	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Adj. Flow (vph)	7	1	1	232	244	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	233	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

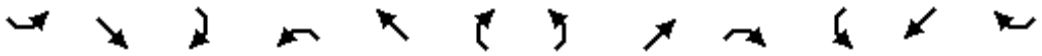
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	1	218	229	6
Future Vol, veh/h	7	1	1	218	229	6
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	7	1	1	232	244	6

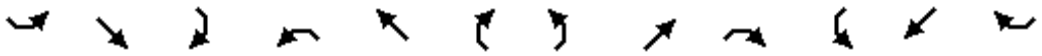
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	483	249	251	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	504	778	1326	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	777	1325	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1325	-	525	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.7	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



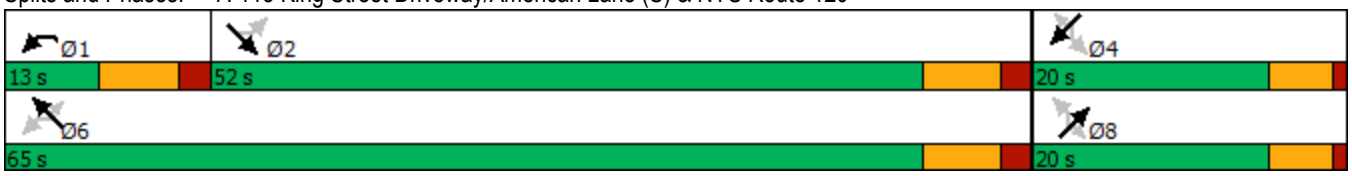
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	219	9	8	210	22	9	0	8	19	0	0
Future Volume (vph)	2	219	9	8	210	22	9	0	8	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt		0.994				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1755	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.569				0.744			0.751	
Satd. Flow (perm)	0	1753	0	1040	1774	1534	0	1352	1545	0	1295	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2	233	10	9	223	23	10	0	9	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	9	223	23	0	10	9	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.21		0.01	0.18	0.02		0.04	0.02		0.09	
Control Delay		7.3		4.4	5.3	1.7		29.8	0.1		30.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		7.3		4.4	5.3	1.7		29.8	0.1		30.5	
LOS		A		A	A	A		C	A		C	
Approach Delay		7.3			5.0			15.7			30.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		41		1	37	0		5	0		9	
Queue Length 95th (ft)		107		6	63	6		18	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1147		758	1210	1054		238	388		228	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.21		0.01	0.18	0.02		0.04	0.02		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



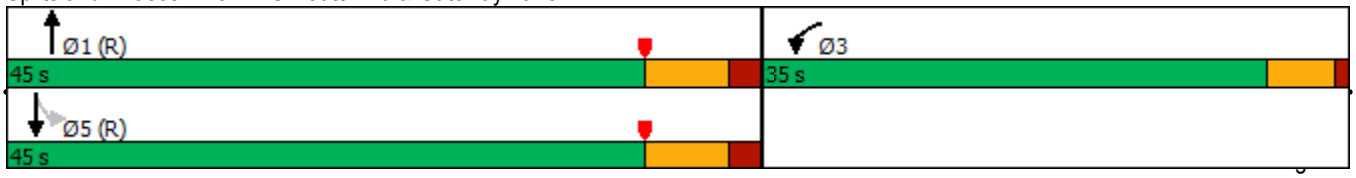


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	68	172	34	71	174
Future Volume (vph)	50	68	172	34	71	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.978			
Flt Protected	0.979					0.986
Satd. Flow (prot)	1644	0	1711	0	0	1704
Flt Permitted	0.979					0.860
Satd. Flow (perm)	1644	0	1711	0	0	1486
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	71		17			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Adj. Flow (vph)	52	71	179	35	74	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	214	0	0	255
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.51		0.16			0.22
Control Delay	23.4		2.1			4.0
Queue Delay	0.0		0.0			0.0
Total Delay	23.4		2.1			4.0
LOS	C		A			A
Approach Delay	23.4		2.1			4.0
Approach LOS	C		A			A
Queue Length 50th (ft)	25		11			30
Queue Length 95th (ft)	70		33			69
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	660		1349			1169
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.16			0.22

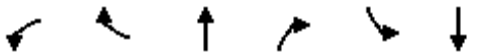
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 120 & Gateway Lane





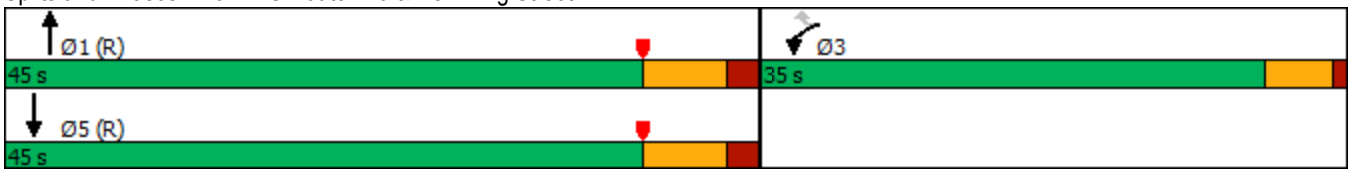
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	160	0	0	225
Future Volume (vph)	245	46	160	0	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Adj. Flow (vph)	263	49	172	0	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	172	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

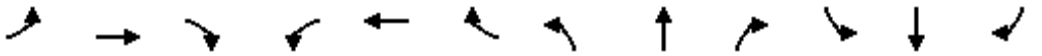


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.16			0.23
Control Delay	37.6	7.7	7.4			6.6
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.4			6.6
LOS	D	A	A			A
Approach Delay	32.9		7.4			6.6
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	31			27
Queue Length 95th (ft)	180	23	70			110
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.07	0.16			0.23

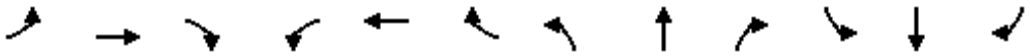
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 120 & New King Street





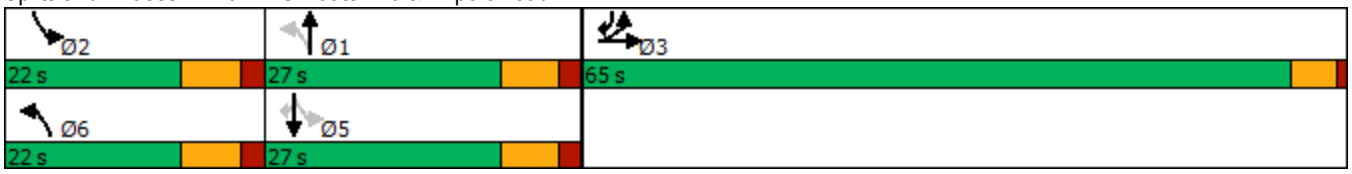
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	298	76	0	0	0	83	53	45	33	94	344
Future Volume (vph)	107	298	76	0	0	0	83	53	45	33	94	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.970						0.931				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1672	0	0	0	0	1711	3289	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.586			0.684		
Satd. Flow (perm)	1595	1672	0	0	0	0	1056	3289	0	1220	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				374
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Adj. Flow (vph)	116	324	83	0	0	0	90	58	49	36	102	374
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	104	419	0	0	0	0	90	107	0	36	102	374
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

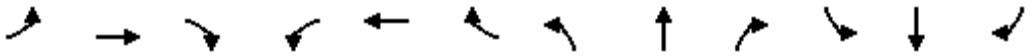


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	24.6	24.6					31.7	28.2		25.4	21.1	54.6
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.19	0.70					0.16	0.08		0.07	0.19	0.29
Control Delay	17.1	26.1					13.3	12.1		13.6	25.1	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.1	26.1					13.3	12.1		13.6	25.1	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.3						12.6			6.7	
Approach LOS		C						B			A	
Queue Length 50th (ft)	33	161					20	6		8	35	0
Queue Length 95th (ft)	70	272					59	32		29	92	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1335	1402					642	1355		664	527	1538
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.08	0.30					0.14	0.08		0.05	0.19	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 70			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	247	180	0	0	306	0	0	0
Future Volume (vph)	6	176	0	0	247	180	0	0	306	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.943				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1717	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1717	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	7	191	0	0	268	196	0	0	333	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	464	0	0	0	333	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.2%		ICU Level of Service A	
Analysis Period (min) 15			

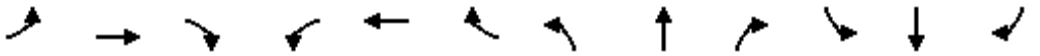
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	247	180	0	0	306	0	0	0
Future Vol, veh/h	6	176	0	0	247	180	0	0	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	268	196	0	0	333	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	464	0	-	-	-	0	-	-	191
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1108	-	0	0	-	-	0	0	836
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1108	-	-	-	-	-	-	0	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1108	-	-	-
HCM Lane V/C Ratio	0.398	0.006	-	-	-
HCM Control Delay (s)	12.1	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	247	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	247	0	0	0	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	0	257	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	257	0	0	0	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑						↑	
Traffic Vol, veh/h	0	0	0	247	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	247	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	257	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	514	514	-
Stage 1	-	-	-	514	514	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	501	454	0
Stage 1	-	-	0	578	524	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	501	0	-
Mov Cap-2 Maneuver	-	-	-	501	0	-
Stage 1	-	-	-	578	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		16.5
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	501
HCM Lane V/C Ratio	-	-	0.378
HCM Control Delay (s)	-	-	16.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

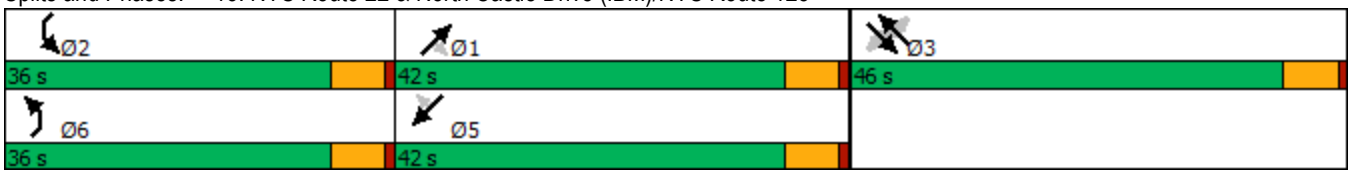
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	165	26	19	68	169	310	29	58	337	87
Future Volume (vph)	118	9	165	26	19	68	169	310	29	58	337	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Adj. Flow (vph)	123	9	172	27	20	71	176	323	30	60	351	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	172	27	20	71	176	323	30	60	351	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		17.2	17.2	17.2	17.2	17.2	13.5	44.9	44.9	7.5	36.4	36.4
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.43	0.43
v/c Ratio		0.46	0.38	0.12	0.05	0.18	0.67	0.18	0.03	0.38	0.24	0.13
Control Delay		35.8	7.4	29.7	28.2	7.3	47.4	13.0	0.1	46.1	18.0	5.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.8	7.4	29.7	28.2	7.3	47.4	13.0	0.1	46.1	18.0	5.2
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.8			16.0			23.7			19.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	88	47	0	31	60	0
Queue Length 95th (ft)		124	50	36	28	30	170	93	0	76	120	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		682	832	518	901	808	597	1761	888	642	1468	685
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.21	0.05	0.02	0.09	0.29	0.18	0.03	0.09	0.24	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 124	
Actuated Cycle Length: 85.3	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 20.6	Intersection LOS: C

Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128





Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	175	0	375	2	176	0
Future Volume (vph)	3	0	6	4	400	175	0	375	2	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			182					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Adj. Flow (vph)	3	0	6	4	417	182	0	391	2	183	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	182	0	393	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

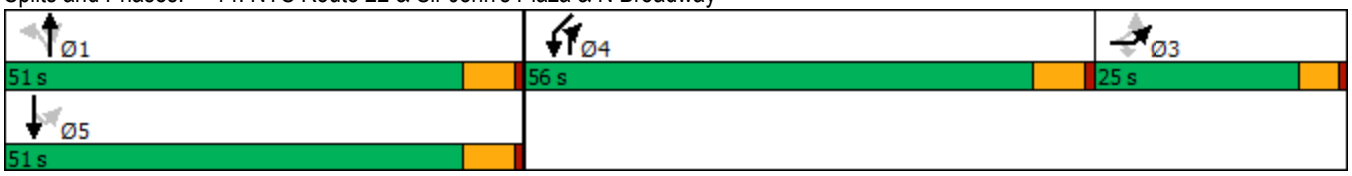


Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		7.9	7.9		45.4	65.9		45.4		9.4	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.42	
Control Delay		30.7	0.3		7.8	0.5		6.6		31.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.7	0.3		7.8	0.5		6.6		31.3	
LOS		C	A		A	A		A		C	
Approach Delay		10.4			5.6			6.6		31.3	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		59	0		37		35	
Queue Length 95th (ft)		10	0		192	11		119		75	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		491	382		1140	1391		1463		2308	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.37	0.13		0.27		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 69.1			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

* User Entered Value

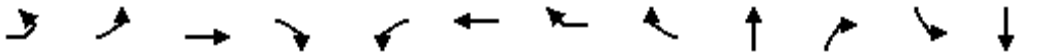
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	340	68	47	366
Future Volume (vph)	1	217	148	94	64	106	1	71	340	68	47	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.946			0.999		0.850		0.850		0.944
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1587	0	0	1834	0	1599	3353	1443	1859	3248
Flt Permitted			0.996			0.982					0.259	
Satd. Flow (perm)	0	1546	1587	0	0	1825	0	1576	3353	1443	507	3248
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	362	72	50	389
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	209	280	0	0	182	0	76	362	72	50	620
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		20	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			43			43			43			43
Detector 2 Size(ft)			40			40			40			40
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex



Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	14%	
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		31.9	31.9			20.5		29.4	21.8	42.3	36.9	36.9
Actuated g/C Ratio		0.22	0.22			0.14		0.20	0.15	0.29	0.26	0.26
v/c Ratio		0.61	0.80			0.70		0.20	0.72	0.15	0.24	0.75
Control Delay		60.4	72.2			76.3		7.0	68.7	4.2	47.4	57.1
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.4	72.2			76.3		7.0	68.7	4.2	47.4	57.1
LOS		E	E			E		A	E	A	D	E
Approach Delay			67.2			55.9			58.0			56.4
Approach LOS			E			E			E			E
Queue Length 50th (ft)		186	262			164		0	171	0	36	281
Queue Length 95th (ft)		318	432			288		32	269	18	83	418
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		492	505			389		504	1067	572	320	1632
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.42	0.55			0.47		0.15	0.34	0.13	0.16	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 144.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	

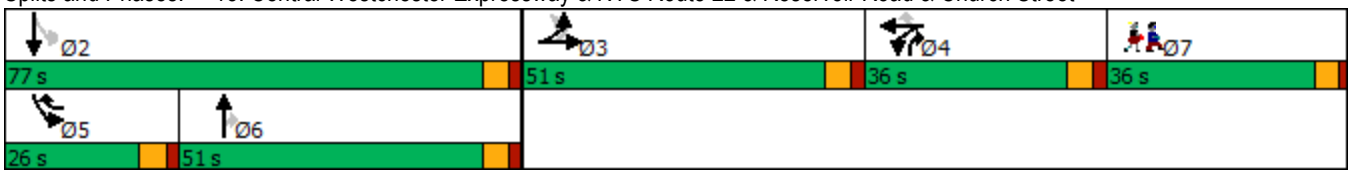


Lane Group	SBR	Ø7
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Intersection Signal Delay: 59.5	Intersection LOS: E
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	686	691	646	603	281	236
Future Volume (vph)	686	691	646	603	281	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		251
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	730	735	687	641	299	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	735	687	641	299	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



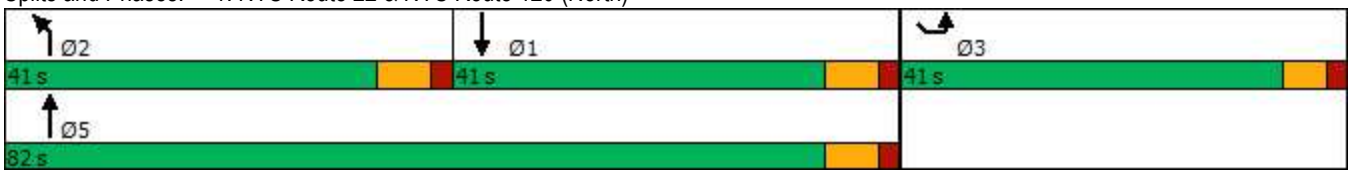
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.41	0.34	0.76	0.43	0.73	0.17
Control Delay	229.4	10.4	44.2	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	229.4	10.4	44.2	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		119.5	23.3		27.7	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~736	120	240	0	203	0
Queue Length 95th (ft)	#1058	183	334	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2256	1023	1507	531	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.33	0.67	0.43	0.56	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 66.2		Intersection LOS: E	
Intersection Capacity Utilization 88.1%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

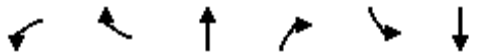
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





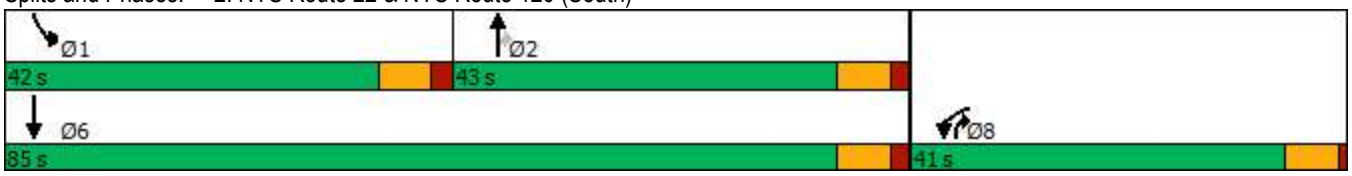
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	303	16	531	30	240	643
Future Volume (vph)	303	16	531	30	240	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Adj. Flow (vph)	356	19	625	35	282	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	625	35	282	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

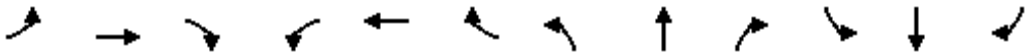


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	22.0		21.1	50.4	14.0	42.4
Actuated g/C Ratio	0.28		0.27	0.65	0.18	0.54
v/c Ratio	0.71		0.68	0.04	0.47	0.40
Control Delay	34.1		30.3	1.8	34.0	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.1		30.3	1.8	34.0	11.7
LOS	C		C	A	C	B
Approach Delay	34.1		28.8			17.8
Approach LOS	C		C			B
Queue Length 50th (ft)	155		134	0	62	100
Queue Length 95th (ft)	279		228	8	120	174
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	866		1631	1221	1554	3244
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.38	0.03	0.18	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 77.9			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	823	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	823	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983			0.995				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2000	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	62	9	2	1016	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1054	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

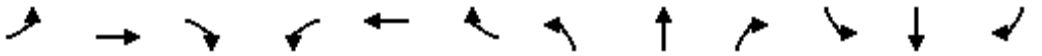
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	50	7	2	823	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	823	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1016	36	0	0	0

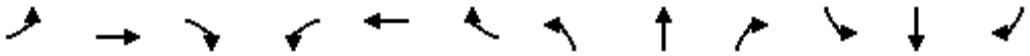
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1038	1034	0	0	0
Stage 1	-	1038	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	306	328	-	-	-
Stage 1	0	408	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	328	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.9	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	328
HCM Lane V/C Ratio	-	-	-	0.215
HCM Control Delay (s)	-	-	-	18.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.8



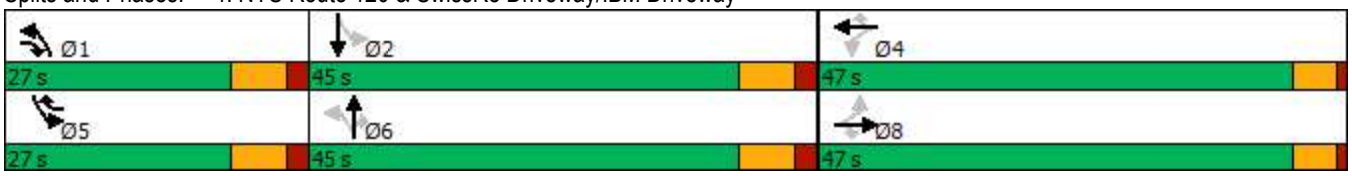
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Future Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.672		0.507			0.094		
Satd. Flow (perm)	0	1372	1479	0	1243	1623	788	1815	1834	182	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1086	0	1	298	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1086	0	1	298	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	47.0	47.0	27.0	47.0	47.0	27.0	27.0	45.0	45.0	27.0	45.0	
Total Split (%)	39.5%	39.5%	22.7%	39.5%	39.5%	22.7%	22.7%	37.8%	37.8%	22.7%	37.8%	
Maximum Green (s)	42.0	42.0	20.0	42.0	42.0	20.0	20.0	38.0	38.0	20.0	38.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		19.3	30.0		19.3	29.0	49.1	46.6		42.9	38.2	82.3
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.52	0.46	1.00
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.06		0.01	0.34	0.01
Control Delay		43.1	3.8		24.9	4.3	8.1	66.8		9.0	16.8	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		43.1	3.8		24.9	4.3	8.1	66.8		9.0	16.8	0.0
LOS		D	A		C	A	A	E		A	B	A
Approach Delay		26.8			15.5			64.7			16.2	
Approach LOS		C			B			E			B	
Queue Length 50th (ft)		112	0		13	0	7	474		0	93	0
Queue Length 95th (ft)		185	32		33	11	23	#1032		2	178	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		704	876		638	893	655	1027		518	873	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.34	0.19		0.05	0.03	0.06	1.06		0.00	0.34	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 82.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 47.2		Intersection LOS: D	
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	844	1	8	421
Future Volume (vph)	6	136	844	1	8	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Adj. Flow (vph)	7	155	959	1	9	478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	959	1	9	478
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

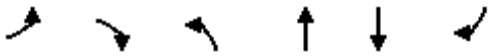
Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	844	1	8	421
Future Vol, veh/h	6	136	844	1	8	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	959	1	9	478

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1455	959	0	-	959	0
Stage 1	959	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	184	338	-	0	678	-
Stage 1	440	-	-	0	-	-
Stage 2	669	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	182	338	-	-	678	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	182	338	678	-
HCM Lane V/C Ratio	-	0.037	0.457	0.013	-
HCM Control Delay (s)	-	25.5	24.3	10.4	-
HCM Lane LOS	-	D	C	B	-
HCM 95th %tile Q(veh)	-	0.1	2.3	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	3	4	840	421	7
Future Volume (vph)	5	3	4	840	421	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.998	
Flt Protected	0.971					
Satd. Flow (prot)	1719	0	0	1756	1798	0
Flt Permitted	0.971					
Satd. Flow (perm)	1719	0	0	1756	1798	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	6	4	5	1012	507	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1017	515	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

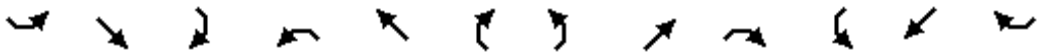
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	4	840	421	7
Future Vol, veh/h	5	3	4	840	421	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	6	4	5	1012	507	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	511	515	0	-	0
Stage 1	511	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	100	543	1061	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	543	1061	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1061	-	143	-	-
HCM Lane V/C Ratio	0.005	-	0.067	-	-
HCM Control Delay (s)	8.4	0	32	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

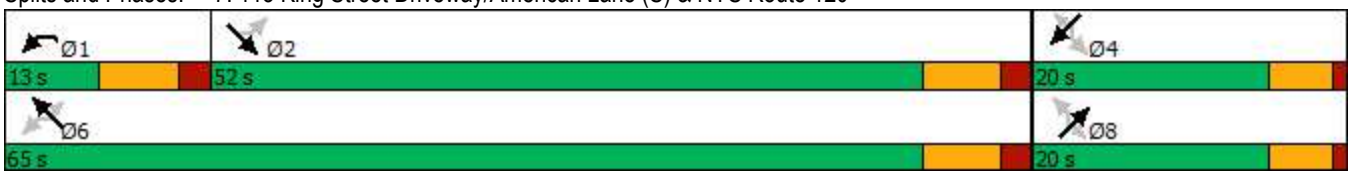
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	409	13	39	838	20	7	0	23	124	0	0
Future Volume (vph)	2	409	13	39	838	20	7	0	23	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.996				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1812	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.407				0.606			0.752	
Satd. Flow (perm)	0	1807	0	744	1792	1412	0	1102	1545	0	1347	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	2	476	15	45	974	23	8	0	27	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	45	974	23	0	8	27	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		50.4		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.46		0.08	0.80	0.02		0.04	0.07		0.61	
Control Delay		12.7		4.7	15.8	1.7		29.9	0.3		44.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		12.7		4.7	15.8	1.7		29.9	0.3		44.5	
LOS		B		A	B	A		C	A		D	
Approach Delay		12.7			15.0			7.1			44.5	
Approach LOS		B			B			A			D	
Queue Length 50th (ft)		156		7	311	0		4	0		72	
Queue Length 95th (ft)		227		16	442	6		15	0		126	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1072		577	1222	971		194	388		237	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.46		0.08	0.80	0.02		0.04	0.07		0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	302	594	41	203	353
Future Volume (vph)	82	302	594	41	203	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.982
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.425
Satd. Flow (perm)	1708	0	1765	0	0	759
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	169		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	343	675	47	231	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	722	0	0	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	



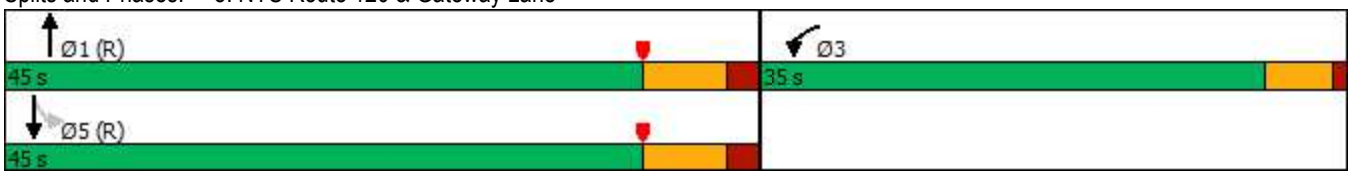
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	19.3		48.7			48.7
Actuated g/C Ratio	0.24		0.61			0.61
v/c Ratio	0.81		0.67			1.37
Control Delay	28.5		8.6			200.0
Queue Delay	0.0		0.0			0.0
Total Delay	28.5		8.6			200.0
LOS	C		A			F
Approach Delay	28.5		8.6			200.0
Approach LOS	C		A			F
Queue Length 50th (ft)	127		54			~424
Queue Length 95th (ft)	191		#117			#469
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	746		1077			462
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.67			1.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 81.0		Intersection LOS: F	
Intersection Capacity Utilization 102.5%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	541	0	0	434
Future Volume (vph)	486	95	541	0	0	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	582	0	0	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	582	0	0	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.63			0.52
Control Delay	40.1	4.5	18.8			8.6
Queue Delay	0.0	0.0	0.1			0.0
Total Delay	40.1	4.5	18.9			8.6
LOS	D	A	B			A
Approach Delay	34.3		18.9			8.6
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	208			84
Queue Length 95th (ft)	#380	29	333			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	1	21			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.65			0.52

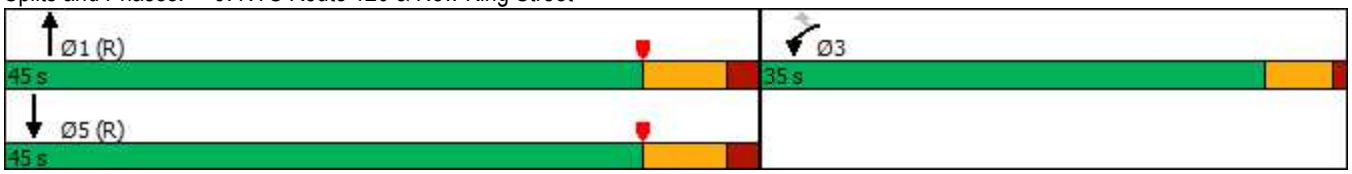
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 21.8		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

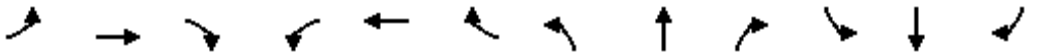
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

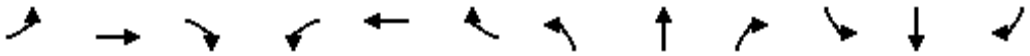
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	268	130	0	0	0	297	145	23	33	259	628
Future Volume (vph)	396	268	130	0	0	0	297	145	23	33	259	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.955						0.980				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3380	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.343			0.640		
Satd. Flow (perm)	1689	1686	0	0	0	0	648	3380	0	1100	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						13				128
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Adj. Flow (vph)	421	285	138	0	0	0	316	154	24	35	276	668
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	379	465	0	0	0	0	316	178	0	35	276	668
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

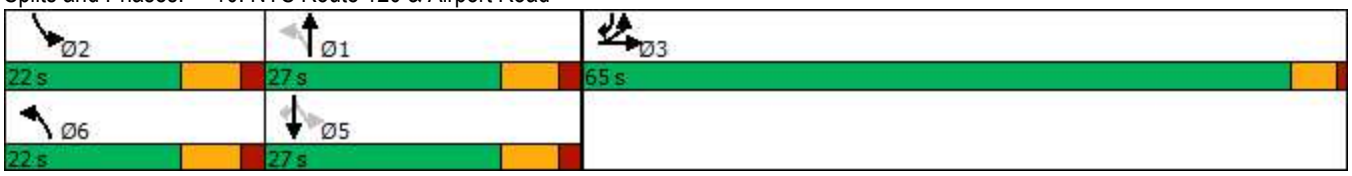


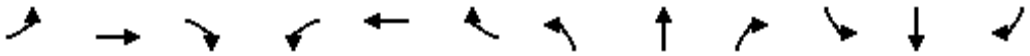
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	36.7	36.7					42.8	35.3		26.3	20.4	64.3
Actuated g/C Ratio	0.40	0.40					0.47	0.38		0.29	0.22	0.70
v/c Ratio	0.56	0.67					0.64	0.14		0.10	0.69	0.59
Control Delay	23.7	25.4					26.7	23.1		20.1	46.2	7.4
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.7	25.4					26.7	23.1		20.1	46.2	7.4
LOS	C	C					C	C		C	D	A
Approach Delay		24.6						25.4			18.8	
Approach LOS		C						C			B	
Queue Length 50th (ft)	171	210					111	34		10	144	128
Queue Length 95th (ft)	252	308					#295	82		38	#344	198
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1126	1133					493	1307		516	399	1467
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.34	0.41					0.64	0.14		0.07	0.69	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 91.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	338	588	0	0	539	0	0	0
Future Volume (vph)	3	255	0	0	338	588	0	0	539	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.914				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1705	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1705	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	271	0	0	360	626	0	0	573	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	986	0	0	0	573	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

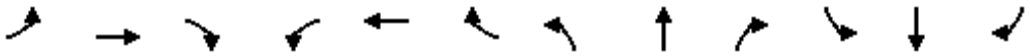
Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	255	0	0	338	588	0	0	539	0	0	0
Future Vol, veh/h	3	255	0	0	338	588	0	0	539	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	360	626	0	0	573	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	986	0	-	-	-	0	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	709	-	0	0	-	-	0	0	767
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	709	-	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	709	-	-	-
HCM Lane V/C Ratio	0.748	0.005	-	-	-
HCM Control Delay (s)	22.2	10.1	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	6.9	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	338	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	338	0	0	0	0	0	259	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	363	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	363	0	0	0	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	16.2

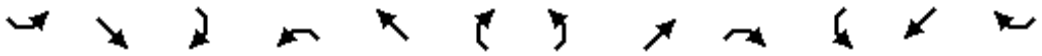
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	338	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	338	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	363	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	726	726	-
Stage 1	-	-	-	726	726	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	376	340	0
Stage 1	-	-	0	460	415	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	376	0	-
Mov Cap-2 Maneuver	-	-	-	376	0	-
Stage 1	-	-	-	460	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		37.4
HCM LOS		E

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	376
HCM Lane V/C Ratio	-	-	0.741
HCM Control Delay (s)	-	-	37.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	5.8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	208	147	32	350	303	720	35	62	722	124
Future Volume (vph)	171	6	208	147	32	350	303	720	35	62	722	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.578			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1076	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			210			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Adj. Flow (vph)	173	6	210	148	32	354	306	727	35	63	729	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	210	148	32	354	306	727	35	63	729	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

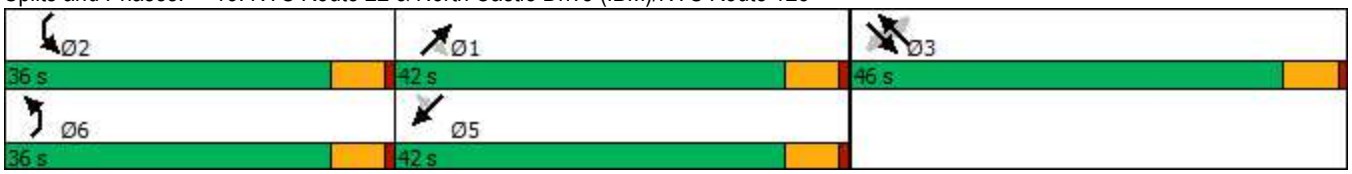


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		26.0	26.0	26.0	26.0	26.0	22.3	53.5	53.5	8.2	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.39	0.05	0.44	0.58	0.19
Control Delay		38.2	6.4	42.3	30.2	6.4	58.8	18.3	0.1	58.4	31.8	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.2	6.4	42.3	30.2	6.4	58.8	18.3	0.1	58.4	31.8	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.0			17.8			29.3			30.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		101	0	85	16	0	197	162	0	42	213	0
Queue Length 95th (ft)		179	55	159	42	69	324	256	0	92	333	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		573	755	424	748	850	505	1849	723	533	1255	647
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.61	0.39	0.05	0.12	0.58	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 103.3			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.3		Intersection LOS: C	

Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	289	0	551	5	245	2
Future Volume (vph)	8	2	16	5	1214	289	0	551	5	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			304					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Adj. Flow (vph)	8	2	17	5	1278	304	0	580	5	258	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	304	0	585	0	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		8.5	8.5		100.6	125.6		100.6		16.3	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.98	0.22		0.34		0.66	
Control Delay		66.7	1.5		41.2	0.5		8.4		67.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		66.7	1.5		41.2	0.5		8.4		67.0	
LOS		E	A		D	A		A		E	
Approach Delay		25.6			33.4			8.4		67.0	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1259	0		145		120	
Queue Length 95th (ft)		30	0		#1657	11		226		170	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		185	221		1305	1430		1700		604	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.08		0.98	0.21		0.34		0.43	

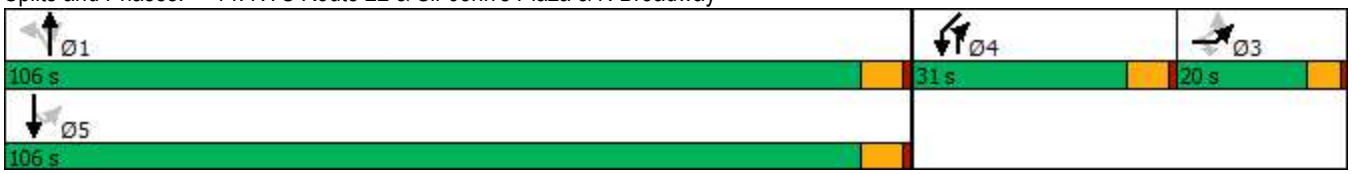
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 137			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

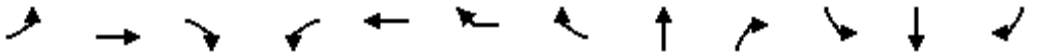
* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

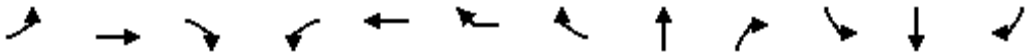
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Future Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.960	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1220	133	77	588	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1220	133	77	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.2	37.2			26.9		38.4	45.3	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.35	0.35	
v/c Ratio	0.86	0.88			0.86		0.28	1.43	0.20	0.48	0.66	
Control Delay	93.4	96.3			104.0		10.0	245.3	9.1	52.9	54.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	93.4	96.3			104.0		10.0	245.3	9.1	52.9	54.4	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.8			72.0			222.1			54.2	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	361	360			275		12	~1077	22	66	446	
Queue Length 95th (ft)	500	501			#436		55	#1296	51	114	544	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	410	399			301		490	854	675	242	1385	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.72			0.76		0.24	1.43	0.20	0.32	0.58	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 181.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

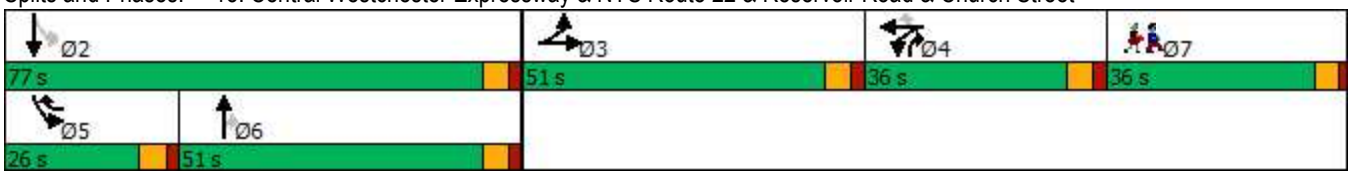
Intersection Summary

Intersection Signal Delay: 135.6	Intersection LOS: F
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 NO-BUILD CONDITIONS W/ IMPROVEMENTS



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

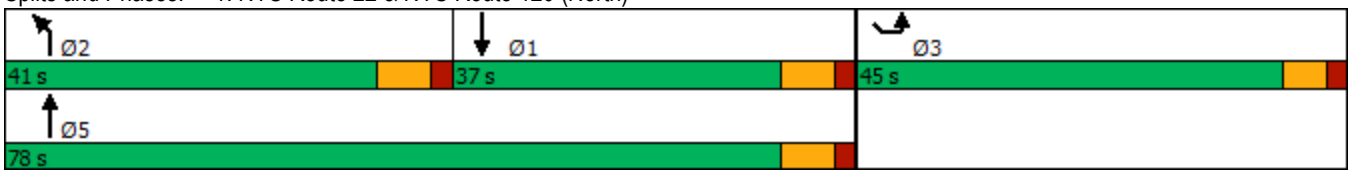


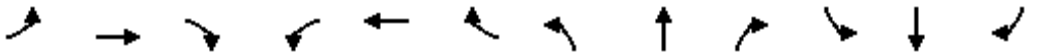
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.1	59.2	30.1	111.3	39.1	111.3
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.65	0.31	0.94	0.16	0.95	0.57
Control Delay	51.5	15.0	58.9	0.2	64.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	15.0	58.9	0.2	64.3	1.7
LOS	D	B	E	A	E	A
Approach Delay		24.7	46.2		26.4	
Approach LOS		C	D		C	
Queue Length 50th (ft)	126	105	306	0	368	0
Queue Length 95th (ft)	202	139	#482	0	#655	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	452	2051	892	1478	563	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.26	0.94	0.16	0.95	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111.3			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 32.7		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

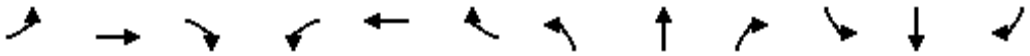
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.600			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1071	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35						59				456
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	



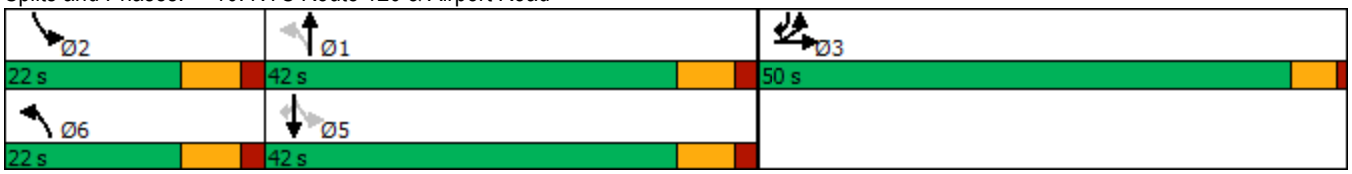
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.50	1.03					0.21	0.20		0.13	0.34	0.34
Control Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
LOS	C	E					B	B		B	C	A
Approach Delay		53.1						19.0			9.9	
Approach LOS		D						B			A	
Queue Length 50th (ft)	169	~576					36	33		19	80	0
Queue Length 95th (ft)	277	#862					67	62		42	144	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	782					526	1208		531	639	1340
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.03					0.18	0.16		0.10	0.25	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 35.0		Intersection LOS: D	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.330			
Satd. Flow (perm)	1511	1474	0	0	1748	1482	3257	1500	627	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	552	52	36	1551	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.87	1.16			1.04	0.16	0.41	0.07	0.11	0.98		
Control Delay	104.8	169.6			170.9	1.5	43.4	1.0	31.3	71.5		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	104.8	169.6			170.9	1.5	43.4	1.0	31.3	71.5		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		141.4			137.4		39.8			70.6		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	349	~542			~206	0	276	0	26	1055		
Queue Length 95th (ft)	#525	#774			#372	0	334	5	52	#1222		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	295	287			140	224	1338	775	314	1580		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.87	1.16			1.04	0.16	0.41	0.07	0.11	0.98		

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

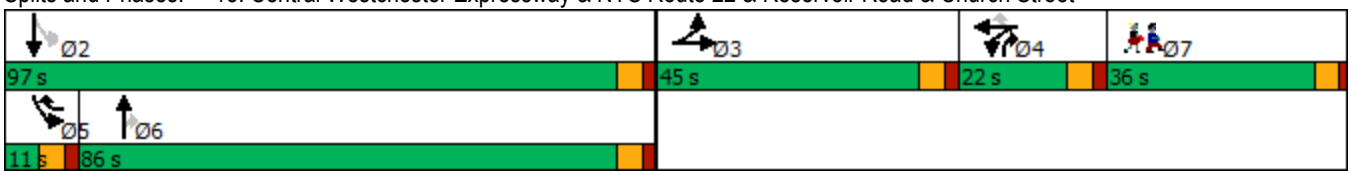
Intersection Summary

Intersection Signal Delay: 82.5	Intersection LOS: F
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



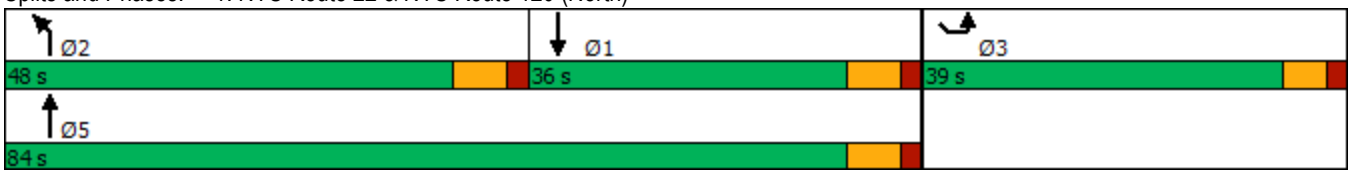
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	41.1	76.6	28.5	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.32	0.36	0.85	0.43	0.76	0.17
Control Delay	188.0	10.3	54.0	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.0	10.3	54.0	0.9	54.9	0.2
LOS	F	B	D	A	D	A
Approach Delay		98.2	28.4		29.8	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~776	135	265	0	212	0
Queue Length 95th (ft)	#1067	192	#381	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	591	2201	829	1507	476	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.32	0.36	0.83	0.43	0.63	0.17

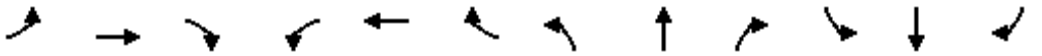
Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 60.4		Intersection LOS: E	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.509			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	791	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

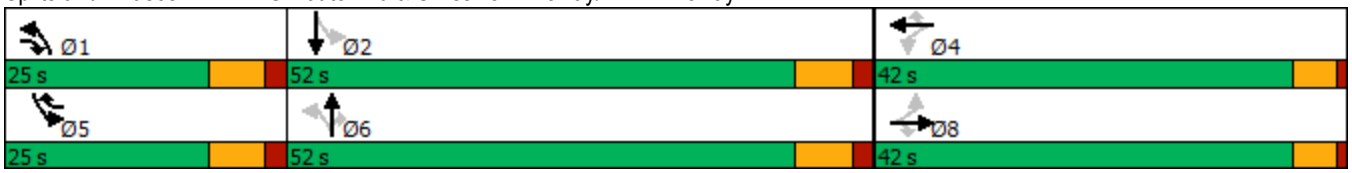
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	90.8
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	1.00
v/c Ratio		0.75	0.27		0.11	0.05	0.08	1.14		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		29.9			17.3			92.3			15.6	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		126	0		14	0	8	~764		0	98	0
Queue Length 95th (ft)		202	35		36	11	24	#1265		3	185	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	641	1072		435	938	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.14		0.00	0.32	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 90.8			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 65.9		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

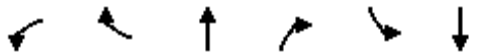
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.543
Satd. Flow (perm)	1708	0	1765	0	0	968
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*254		12			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.99		0.55			1.06
Control Delay	58.6		3.0			67.1
Queue Delay	0.0		0.0			0.0
Total Delay	58.6		3.0			67.1
LOS	E		A			E
Approach Delay	58.6		3.0			67.1
Approach LOS	E		A			E
Queue Length 50th (ft)	92		17			~416
Queue Length 95th (ft)	#265		41			#601
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	435		1282			701
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.99		0.55			1.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 106.8%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			11.7
Queue Delay	0.0	0.0	0.0			0.2
Total Delay	40.1	4.5	18.4			12.0
LOS	D	A	B			B
Approach Delay	34.3		18.4			12.0
Approach LOS	C		B			B
Queue Length 50th (ft)	232	0	198			149
Queue Length 95th (ft)	#380	29	319			m148
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			50
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.61			0.66

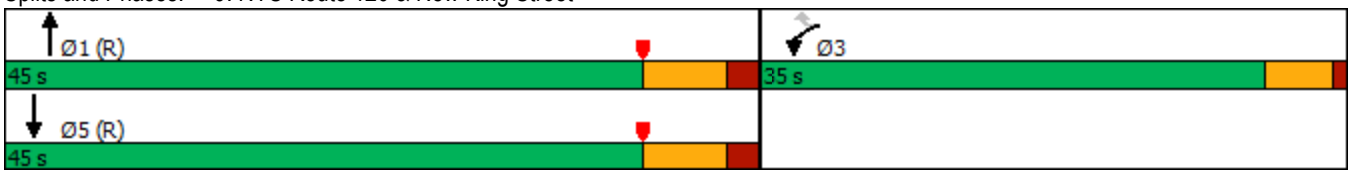
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 12 (15%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

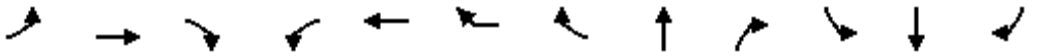
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

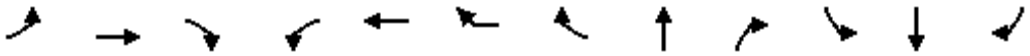
Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.961	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted		0.994			0.983					0.051		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	100	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0	90.0	
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%	45.0%	
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	36.9	36.9			25.0		30.0	72.7	97.7	83.7	83.7	
Actuated g/C Ratio	0.18	0.18			0.13		0.15	0.36	0.49	0.42	0.42	
v/c Ratio	0.95	0.97			1.02		0.38	0.98	0.17	0.91	0.55	
Control Delay	119.2	123.9			146.1		17.4	82.5	6.5	112.8	45.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	119.2	123.9			146.1		17.4	82.5	6.5	112.8	45.5	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		121.6			102.2			75.0			51.3	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	402	401			~318		25	837	19	61	424	
Queue Length 95th (ft)	#615	#622			#514		78	#993	41	#167	493	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	305	297			226		316	1251	780	85	1481	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.95	0.97			1.02		0.38	0.97	0.17	0.91	0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 199.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

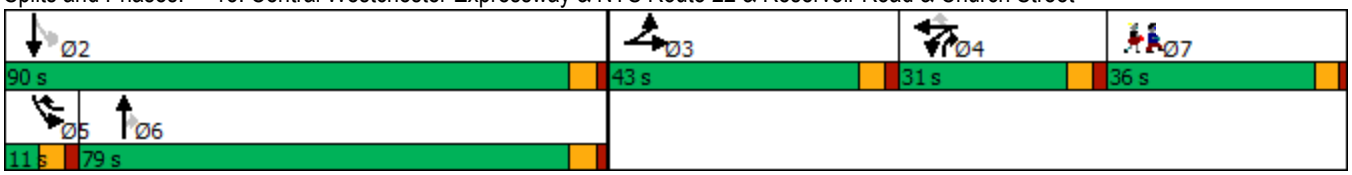
Intersection Summary

Intersection Signal Delay: 79.8	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 BUILD CONDITIONS W/ IMPROVEMENTS



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	184	513	756	226	524	757
Future Volume (vph)	184	513	756	226	524	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		465
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	188	523	771	231	535	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	523	771	231	535	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

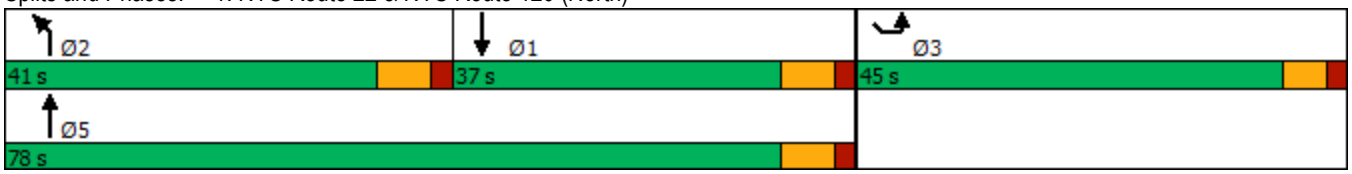


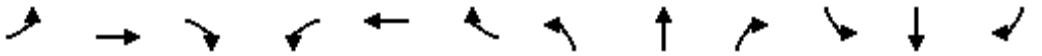
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	21.9	58.9	29.9	111.0	39.1	111.0
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.64	0.31	0.87	0.16	0.95	0.54
Control Delay	51.4	15.0	50.8	0.2	63.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	15.0	50.8	0.2	63.7	1.4
LOS	D	B	D	A	E	A
Approach Delay		24.6	39.2		26.9	
Approach LOS		C	D		C	
Queue Length 50th (ft)	124	105	275	0	367	0
Queue Length 95th (ft)	200	138	#424	0	#652	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	453	2056	894	1478	564	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.86	0.16	0.95	0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

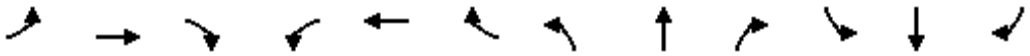
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Future Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.948				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1616	0	0	0	0	1695	3168	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.644		
Satd. Flow (perm)	1580	1616	0	0	0	0	1058	3168	0	1171	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36						59				470
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	344	439	327	0	0	0	95	111	59	52	163	470
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	310	800	0	0	0	0	95	170	0	52	163	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	



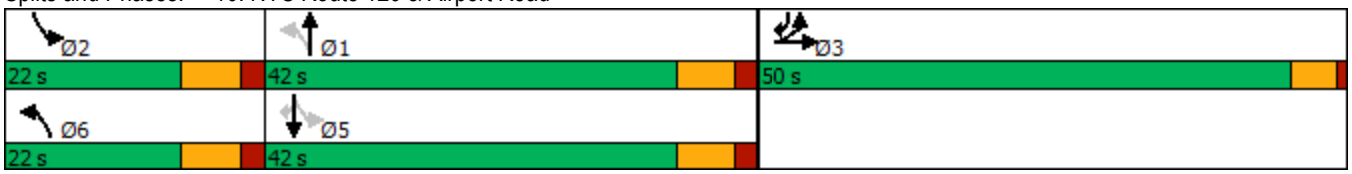
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	45.2	45.2					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.41	1.02					0.21	0.18		0.13	0.36	0.35
Control Delay	20.0	64.1					18.8	17.7		18.3	33.0	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	20.0	64.1					18.8	17.7		18.3	33.0	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		51.8						18.1			10.0	
Approach LOS		D						B			A	
Queue Length 50th (ft)	132	~563					36	26		19	84	0
Queue Length 95th (ft)	222	#850					67	54		42	149	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	784					523	1204		537	639	1342
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.41	1.02					0.18	0.14		0.10	0.26	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Future Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.899				0.850		0.850		0.973		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3464	0	0
Flt Permitted		0.996			0.974				0.323			
Satd. Flow (perm)	1511	1474	0	0	1748	1482	3257	1500	614	3464	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	539	52	36	1185	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	539	52	36	1447	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		22.0	22.0	11.0	80.0	22.0	11.0	91.0		
Total Split (%)	25.5%	25.5%		11.0%	11.0%	5.5%	40.0%	11.0%	5.5%	45.5%		
Maximum Green (s)	45.0	45.0		16.0	16.0	5.0	74.0	16.0	5.0	85.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			16.0	21.0	76.2	92.2	85.0	85.0		
Actuated g/C Ratio	0.22	0.22			0.08	0.10	0.38	0.46	0.42	0.42		
v/c Ratio	0.75	1.01			1.04	0.16	0.43	0.07	0.12	0.98		
Control Delay	87.4	125.1			170.9	1.5	47.8	1.1	34.9	75.6		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	87.4	125.1			170.9	1.5	47.8	1.1	34.9	75.6		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		108.8			137.4		43.7			74.6		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	335	~471			~206	0	283	0	28	990		
Queue Length 95th (ft)	462	#711			#372	0	343	6	55	#1153		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	340	331			140	224	1241	732	290	1472		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.75	1.01			1.04	0.16	0.43	0.07	0.12	0.98		

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

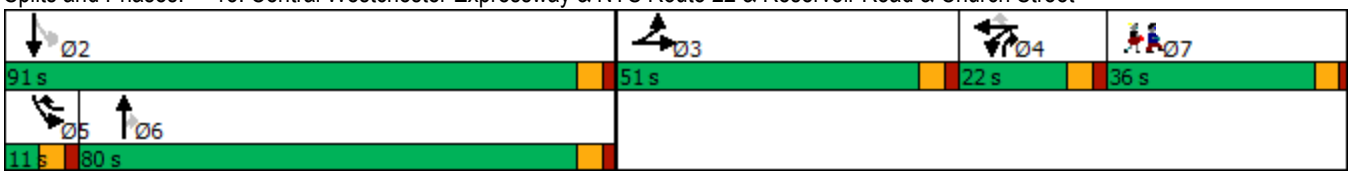
Intersection Summary

Intersection Signal Delay: 79.3	Intersection LOS: E
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street





Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	686	691	646	603	281	236
Future Volume (vph)	686	691	646	603	281	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		251
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	730	735	687	641	299	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	735	687	641	299	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free



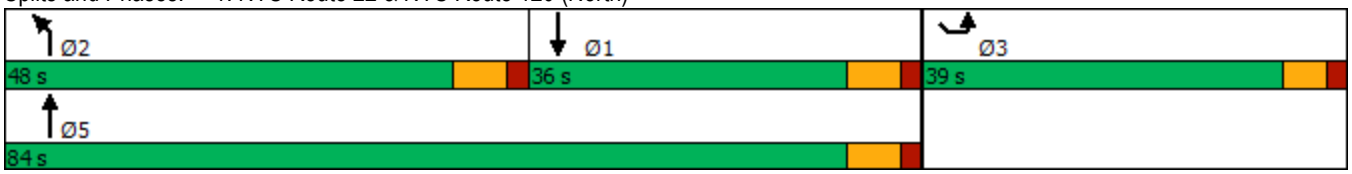
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	41.1	76.6	28.4	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.23	0.34	0.85	0.43	0.76	0.17
Control Delay	153.7	10.0	53.8	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.7	10.0	53.8	0.9	54.9	0.2
LOS	F	A	D	A	D	A
Approach Delay		81.6	28.3		29.9	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~697	121	263	0	212	0
Queue Length 95th (ft)	#979	174	#378	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	592	2202	829	1507	476	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.33	0.83	0.43	0.63	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 51.9		Intersection LOS: D	
Intersection Capacity Utilization 88.1%		ICU Level of Service E	
Analysis Period (min) 15			

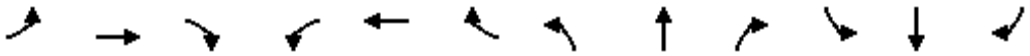
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



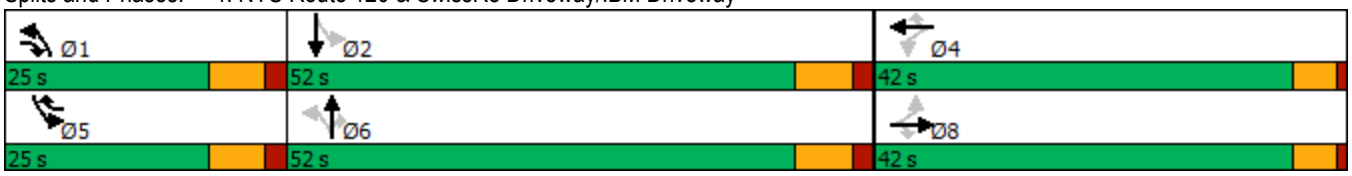
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Future Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.513			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	797	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1086	0	1	298	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1086	0	1	298	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	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	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	90.8
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	1.00
v/c Ratio		0.75	0.27		0.11	0.05	0.07	1.01		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	53.3		9.0	16.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	53.3		9.0	16.1	0.0
LOS		D	A		C	A	A	D		A	B	A
Approach Delay		29.9			17.3			51.7			15.5	
Approach LOS		C			B			D			B	
Queue Length 50th (ft)		126	0		14	0	8	500		0	96	0
Queue Length 95th (ft)		202	35		36	11	24	#1087		3	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	644	1072		435	938	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.01		0.00	0.32	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 90.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 40.1		Intersection LOS: D	
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	302	594	41	203	353
Future Volume (vph)	82	302	594	41	203	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.982
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.516
Satd. Flow (perm)	1708	0	1765	0	0	921
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*265		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	343	675	47	231	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	722	0	0	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.98		0.56			0.95
Control Delay	54.4		3.1			37.1
Queue Delay	0.0		0.0			0.0
Total Delay	54.4		3.1			37.1
LOS	D		A			D
Approach Delay	54.4		3.1			37.1
Approach LOS	D		A			D
Queue Length 50th (ft)	88		18			225
Queue Length 95th (ft)	#259		41			#492
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	445		1282			667
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.98		0.56			0.95

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 22 (28%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 102.5%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	541	0	0	434
Future Volume (vph)	486	95	541	0	0	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	582	0	0	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	582	0	0	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.63			0.52
Control Delay	40.1	4.5	18.8			11.3
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	40.1	4.5	18.8			11.3
LOS	D	A	B			B
Approach Delay	34.3		18.8			11.3
Approach LOS	C		B			B
Queue Length 50th (ft)	232	0	208			105
Queue Length 95th (ft)	#380	29	333			m135
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.63			0.52

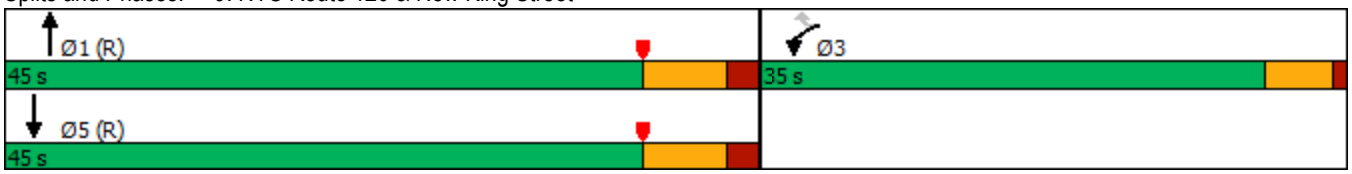
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 16 (20%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

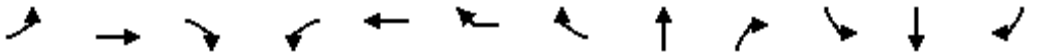
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

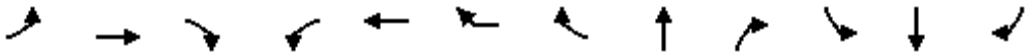
Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Future Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.960	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted		0.994			0.983					0.051		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	100	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1220	133	77	588	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1220	133	77	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	42.0	42.0		31.0	31.0		11.0	80.0	31.0	11.0	91.0	
Total Split (%)	21.0%	21.0%		15.5%	15.5%		5.5%	40.0%	15.5%	5.5%	45.5%	
Maximum Green (s)	36.0	36.0		25.0	25.0		5.0	74.0	25.0	5.0	85.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	36.0	36.0			25.0		30.0	73.1	98.1	84.1	84.1	
Actuated g/C Ratio	0.18	0.18			0.13		0.15	0.37	0.49	0.42	0.42	
v/c Ratio	0.97	0.99			1.01		0.38	0.97	0.17	0.90	0.54	
Control Delay	124.0	129.6			145.4		17.3	80.7	6.4	110.0	44.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	124.0	129.6			145.4		17.3	80.7	6.4	110.0	44.6	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		126.8			101.7			73.4			50.4	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	405	404			~318		25	832	19	61	413	
Queue Length 95th (ft)	#627	#633			#514		78	#982	41	#165	481	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	297	289			227		317	1271	785	86	1501	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.97	0.99			1.01		0.38	0.96	0.17	0.90	0.53	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 199.1	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

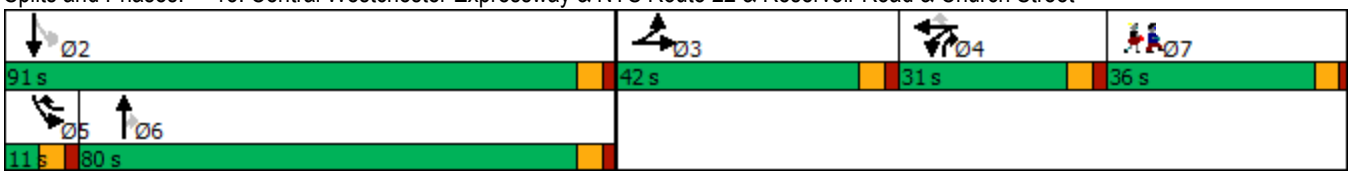
Intersection Summary

Intersection Signal Delay: 79.9	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Appendix G
Proportional Valuation Methodology

To determine the incremental cost of new residents, the proportional valuation method was used to assign a share of the affected budgets ($10.18 million as determined above and shown in Row A in **Table E-1**) to residential uses The total equalized assessed value of non-residential parcels within the Town of North Castle is $14.5 million, which comprises 13 percent of the total real property assessed value within the Town (see rows B and D). The proportional valuation method assumes that assessed value, or total tax revenue, is representative of municipal costs. As detailed by Burchell and Listokin, case studies of non-residential impacts conducted by Rutgers University have shown that while the difference in value between non-residential properties and the average local property grows, the proportional assignment of costs tend to over- or underestimate the magnitude that can be attributed to non-residential property. As such, a refinement coefficient is determined to correct the over- or underestimated costs and more accurately capture the proportional allocation of municipal costs. The average non-residential parcel in North Castle is valued at rate of 2.7 times higher than the average parcel in the Town (see row I), which indicates that municipal costs attributable to non-residential properties may be over or underestimated if a simple proportion is used. Based on this ratio (2.7), a refinement coefficient of 1.5 (see row J) was applied to estimate the municipal cost associated with non-residential properties. As shown in row K, the total municipal expenditures (row A) was multiplied by the proportion of assessed value attributable to non-residential properties (row D), and then multiplied by the refinement coefficient (row J). As shown in row K, the existing municipal expenditures that can be attributed to non-residential properties in the Town is approximately $1.98 million, which indicates that municipal costs for non-residential properties is equal to 19 percent of total equalized assessed value of non-residential properties (see row L). The remainder of the municipal expenditures not attributable to commercial uses, can be attributed to residential uses (see row M), for a total of $8.19 million.

Table E-1
Proportional Valuation and Per Capita Method

Step	Model Component	Number
A	Municipal Expenditures (Town General/Library Funds)	$10,176,932
B	Total Non-Residential Equalized Assessed Value	$14,459,937
C	Total Real Property Assessed Value	$111,295,993
D	Ratio of B to C	0.130
E	Count of Non-Residential Parcels	218
F	Count of Total Parcels	4,522
G	Average Value of Non-residential Parcels	$66,330
H	Average Value of all parcels	$24,612
I	Ratio of G to H	2.695
J	Refinement Coefficient	1.500
K	Non-residential municipal expenditures (A*D*J)	$1,983,330
L	Percent of non-residential expenditures to total expenditures	19%
M	Residential Municipal Expenditures	$8,193,602
N	2020 Residential Population	12,408
O	Per Capita Residential Cost (M/N)	$660
P	New Resident Population	389
Q	Incremental Cost	$256,740

Notes: Totals may not sum due to rounding.
Sources: AKRF, Inc.

Appendix H
Preferred Alternative Plan Set

FEIS DRAWINGS SET

AIRPORT CAMPUS

TAX MAP SECTION 118.02 | BLOCK 1 | LOT 1
WESTCHESTER COUNTY
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

Applicant:
AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576
(914) 764-1000

Civil Engineer, Surveyor, & Landscape Architect:
120 BEDFORD ROAD
ARMONK, NY 10504
(914) 273-5225

Attorneys:
Veneziano & Associates
84 BUSINESS PARK DRIVE, SUITE 200
ARMONK, NY 10504
(914) 273-1300

Environmental, Planning, and Engineering Consultants:
AKRF, INC.
34 SOUTH BROADWAY, SUITE 401
WHITE PLAINS, NY 10601
(914) 922-2370

Wetland Consultant:
Ecological Solutions
1248 SOUTHFORD ROAD
SOUTHBURY, CT 06488
(203) 910-4716

Geotechnical Engenieer:
Carlin Simpson & Associates
61 MAIN STREET
SAYREVILLE, NJ 08872
(732) 432-5757

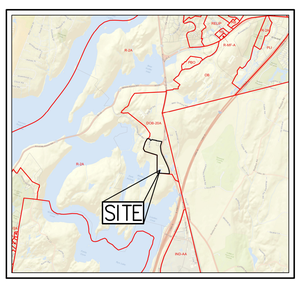
Architect: Multifamily
Lessard Design
8521 LEESBURG PIKE, SUITE 700
VIENNA, VA 22182
(571) 830-1800

Architect: Townhomes
Toll Brothers
42 OLD RIDGEBURY ROAD
DANBURY, CT 06810
(203) 616-4920

Traffic Engineers:
Colliers Engineer & Design
400 COLUMBUS AVENUE, SUITE 180E
VALHALLA, NY 10595
(914) 347-7500



AREA MAP
SCALE: 1" = 120'



ZONING MAP
SCALE: 1" = 3,500'



SITE LOCATION MAP
SCALE: 1" = 2,500'

JMC Drawing List:

C-000	COVER SHEET
C-010	EXISTING CONDITIONS PLAN
C-100	OVERALL PRELIMINARY LAYOUT PLAN
C-101	PRELIMINARY LAYOUT PLAN
C-102	PRELIMINARY LAYOUT PLAN
C-151	TREE PROTECTION PLAN
C-152	TREE PROTECTION PLAN
C-153	TREE PROTECTION TABLE (PART A)
C-154	TREE PROTECTION TABLE (PART B)
C-155	TREE PROTECTION TABLE (PART C)
C-201	PRELIMINARY GRADING PLAN
C-202	PRELIMINARY GRADING PLAN
C-301	PRELIMINARY UTILITIES PLAN
C-302	PRELIMINARY UTILITIES PLAN
C-401	PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
C-402	PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
L-101	PRELIMINARY LANDSCAPE PLAN
L-102	PRELIMINARY LANDSCAPE PLAN

TABLE OF LAND USE

PROPOSED USE: AIRPORT CAMPUS RESIDENTIAL DEVELOPMENT
CURRENT ZONING DISTRICT: DOB-20A (DESIGNED OFFICE BUSINESS DISTRICT)

PROPOSED R-MF-SCH (MULTIFAMILY SENIOR CITIZEN HOUSING DISTRICT)	R-MF-SCH REQUIREMENT	PROVIDED
MINIMUM LOT AREA	AS DETERMINED BY TOWN BOARD[1]	4.48 ACRES
MINIMUM FRONT YARD SETBACKS	AS DETERMINED BY TOWN BOARD[1]	185 FT
MINIMUM REAR YARD SETBACKS	AS DETERMINED BY TOWN BOARD[1]	14 FT
MINIMUM SIDE YARD SETBACKS	AS DETERMINED BY TOWN BOARD[1]	46 FT
MAXIMUM BUILDING COVERAGE	AS DETERMINED BY TOWN BOARD[1]	19.3 PERCENT
MAXIMUM BUILDING HEIGHT	2.5 STORIES / 30 FEET	3 STORIES / 37.5 FEET (EXISTING)
FLOOR AREA RATIO	0.15 – 0.40[2]	0.70[3]
PARKING	110[4]	113

PROPOSED R-MF-A (MULTIFAMILY DISTRICT)	R-MF-A PERIMETER REQUIREMENT	PROVIDED
MINIMUM LOT AREA	5 ACRES	34.30 ACRES
MINIMUM FRONT YARD SETBACKS	10 FEET	64 FEET
MINIMUM REAR YARD SETBACKS	25 FEET	25 FEET
MINIMUM SIDE YARD SETBACKS	10 FEET	32 FEET
MAXIMUM BUILDING COVERAGE	20 PERCENT	18.6 PERCENT
MAXIMUM BUILDING HEIGHT	3 STORIES / 30 FEET	2 STORIES / 29 FEET
DENSITY	105.2 DENSITY UNITS (1 DU/14,000 SF)[5][6]	83.3 DENSITY UNITS
PARKING	250[6]	500[7]

PROPOSED R-MF-A (MULTIFAMILY DISTRICT)	R-MF-A ATTACHED REQUIREMENT	PROVIDED
MINIMUM LOT AREA	2,500 SQUARE FEET	> 2,500 SQUARE FEET
MINIMUM FRONT YARD SETBACKS	10 FEET	> 10 FEET
MINIMUM REAR YARD SETBACKS	10 FEET	> 10 FEET
MINIMUM SIDE YARD SETBACKS	0 FEET	0 FEET
MAXIMUM BUILDING COVERAGE	50 PERCENT	< 50 PERCENT
MAXIMUM BUILDING HEIGHT	3 STORIES / 30 FEET	2 STORIES / 29 FEET

TABLE OF LAND USE NOTES

(1) THE DETERMINATION OF MAXIMUM PERMITTED FAR, AS WELL AS OTHER DIMENSIONAL STANDARDS FOR EACH INDIVIDUAL ZONE, IS TO BE BASED UPON THE TOWN BOARD'S CONSIDERATION OF THE CHARACTER OF THE NEIGHBORHOOD IN WHICH THE ZONE WILL BE LOCATED; THE ZONE'S RELATIONSHIP TO ADJOINING ZONES, PROPERTIES AND LAND USES; THE ZONE'S TOPOGRAPHY; THE ZONE'S PROXIMITY TO SHOPPING AND TRANSPORTATION SERVICES; AND OTHER SUCH FACTORS WHICH SAID BOARD MAY DETERMINE TO BE APPROPRIATE. (§355-27.B(2)) .
(2) THE MAXIMUM PERMITTED AMOUNT OF DEVELOPMENT SHOULD BE IN THE RANGE OF 0.15 FAR TO 0.4 FAR, BASED UPON THE DETERMINATION OF THE TOWN BOARD AT THE TIME OF ZONING APPROVAL. THE FAR IS TO BE BASED ON "NET LOT AREA", WHICH IS DEFINED IN THE TOWN CODE AS "LOT AREA MINUS 75% OF THE AREA OF ANY WETLANDS, WATER BODIES, AND WATERCOURSES, BUT EXCLUDING ANY ADJACENT AREAS, ALL AS DEFINED IN CHAPTER 340, WETLANDS AND WATERCOURSE PROTECTION, OF THE TOWN CODE, AND THE AREA OF ANY STEEP SLOPES, AS DEFINED HEREIN, EXCEPT THAT IN THE CASE OF ONE-FAMILY LOTS, THE DEDUCTION FOR STEEP SLOPES SHALL BE ONLY 50%."
(3) A ZONING TEXT AMENDMENT WILL BE SOUGHT TO PERMIT AN INCREASED FAR.
(4) SENIOR PARKING REQUIREMENT: 1 SPACE PER DWELLING UNIT, PLUS ½ PER EACH BEDROOM, PLUS 10% FOR VISITOR PARKING.
(5) AS REQUIRED BY §355-25
(6) 2 SPACES REQUIRED FOR EACH DWELLING UNIT.
(7) PARKING FOR EACH RESIDENTIAL TOWNHOUSE UNIT INCLUDES 2 DRIVEWAY AND 2 GARAGE SPACES (4 SPACES PER UNIT TOTAL).

GENERAL CONSTRUCTION NOTES APPLY TO ALL WORK HEREIN:

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL 811 "DIG SAFELY" (1-800-962-7962) TO HAVE UNDERGROUND UTILITIES LOCATED INCLUDING ARRANGING FOR A PRIVATE MARKOUT ON-SITE WHERE APPLICABLE. EXPLORATORY EXCAVATIONS SHALL COMPLY WITH CODE 753 REQUIREMENTS. NO WORK SHALL COMMENCE UNTIL ALL THE OPERATORS HAVE NOTIFIED THE CONTRACTOR THAT THEIR UTILITIES HAVE BEEN LOCATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL PUBLIC AND PRIVATE UNDERGROUND AND SURFACE UTILITIES AND STRUCTURES AT OR ADJACENT TO THE SITE OF CONSTRUCTION, INSOFAR AS THEY MAY BE ENDANGERED BY THE CONTRACTOR'S OPERATIONS. THIS SHALL HOLD TRUE WHETHER OR NOT THEY ARE SHOWN ON THE CONTRACT DRAWINGS. IF THEY ARE SHOWN ON THE DRAWINGS, THEIR LOCATIONS ARE NOT GUARANTEED EVEN THOUGH THE INFORMATION WAS OBTAINED FROM THE BEST AVAILABLE SOURCES, AND IN ANY EVENT, OTHER UTILITIES ON THESE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, IMMEDIATELY REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION OF UTILITY SERVICE.

2. CONTRACTOR SHALL HAND DIG TEST PITS TO VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL VERIFY EXISTING UTILITIES DEPTHS AND ADVISE OF ANY CONFLICTS WITH PROPOSED UTILITIES. IF CONFLICTS ARE PRESENT, THE OWNER'S FIELD REPRESENTATIVE, JMC, PLLC AND THE APPLICABLE MUNICIPALITY OR AGENCY SHALL BE NOTIFIED IN WRITING. THE EXISTING/PROPOSED UTILITIES RELOCATION SHALL BE DESIGNED BY JMC, PLLC.

3. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY AND ALL LOCAL PERMITS REQUIRED.

4. ALL WORK SHALL BE DONE IN STRICT COMPLIANCE WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES, STANDARDS, ORDINANCES, RULES, AND REGULATIONS. ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL SAFETY CODES. APPLICABLE SAFETY CODES MEAN THE LATEST EDITION INCLUDING ANY AND ALL AMENDMENTS, REVISIONS, AND ADDITIONS THERETO, TO THE FEDERAL DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION'S OCCUPATIONAL SAFETY AND HEALTH STANDARDS (OSHA); AND APPLICABLE SAFETY, HEALTH REGULATIONS AND BUILDING CODES FOR CONSTRUCTION IN THE STATE OF NEW YORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GUARDING AND PROTECTING ALL OPEN EXCAVATIONS IN ACCORDANCE WITH THE PROVISION OF SECTION 107-05 (SAFETY AND HEALTH REQUIREMENTS) OF THE NYSDOT STANDARD SPECIFICATIONS. IF THE CONTRACTOR PERFORMS ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THE AFFECTED AREA SHALL BE DISCONTINUED AND IMMEDIATE ACTION SHALL BE TAKEN TO CORRECT THE SITUATION TO THE SATISFACTION OF THE APPROVAL AUTHORITY HAVING JURISDICTION.

5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AFFECTED BY THE SCOPE OF WORK SHOWN HEREON AT ALL TIMES TO THE SATISFACTION OF THE OWNERS REPRESENTATIVE. RAMPING CONSTRUCTION TO PROVIDE ACCESS MAY BE CONSTRUCTED WITH SUBBASE MATERIAL EXCEPT THAT TEMPORARY ASPHALT CONCRETE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE PEDESTRIAN ACCESS AT ALL TIMES.

6. CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING PAVEMENT TO REMAIN.

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NOT FOR CONSTRUCTION

SUBSURFACE UTILITY LOCATIONS ARE BASED ON A COMPILATION OF FIELD EVIDENCE, AVAILABLE RECORD PLANS AND/OR UTILITY MARK-OUTS. THE LOCATION OR COMPLETENESS OF UNDERGROUND INFORMATION CANNOT BE GUARANTEED. VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION OR CONSTRUCTION.

811 Know what's below. Call before you dig.

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS
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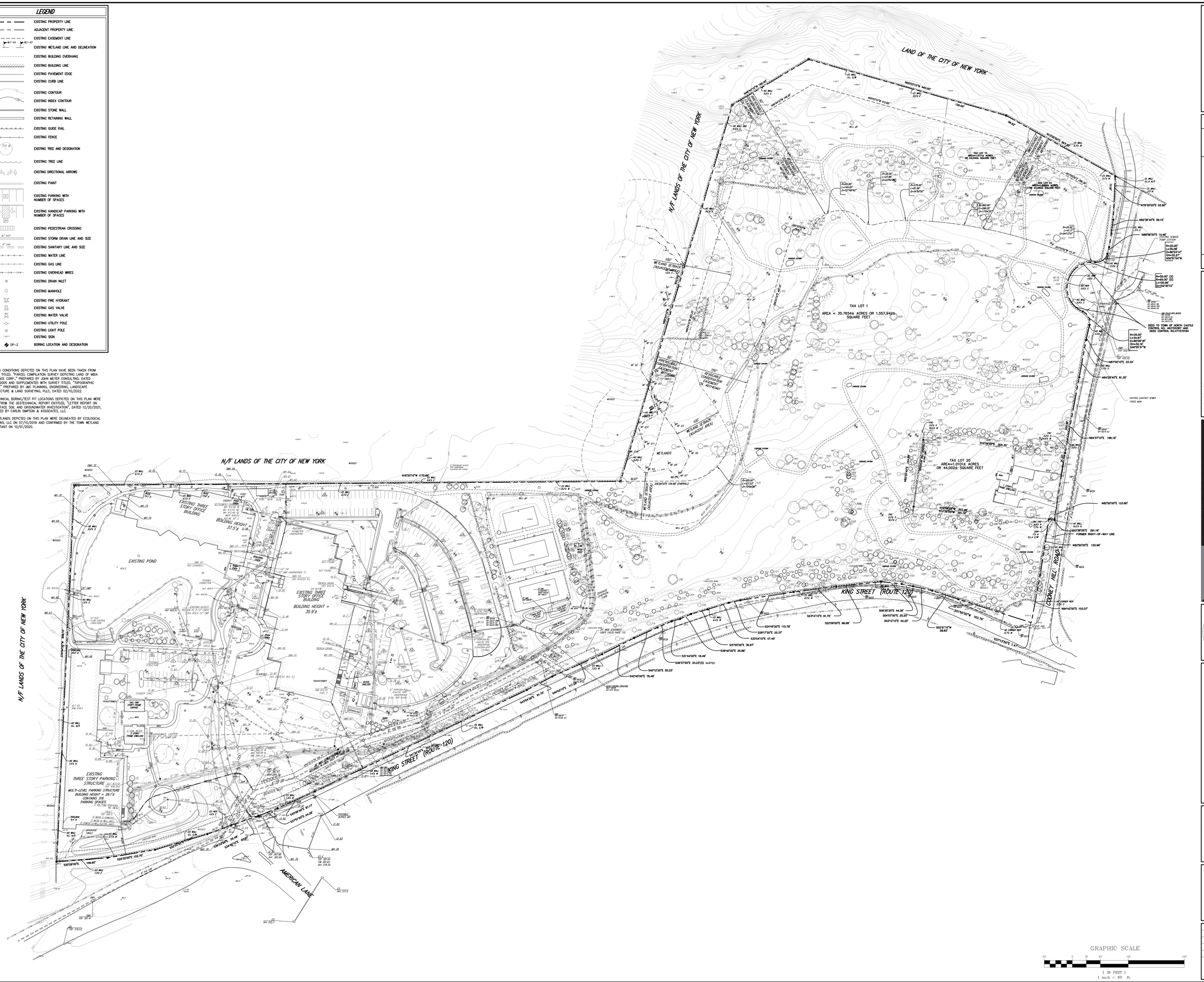
Drawn:	BMS
Approved:	AG
Scale:	AS NOTED
Date:	09/21/2022
Project No:	15072
15072-COVER	COVER	COVER.wor
Drawing No:	C-000

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE AND DELINEATION (WF-03, WF-04, WF-05)
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING CONTOUR (120)
- EXISTING INDEX CONTOUR (110)
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING TREE AND DESIGNATION (T10 W)
- EXISTING TREE LINE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES (5)
- EXISTING HANDICAP PARKING WITH NUMBER OF SPACES (2H)
- EXISTING PEDESTRIAN CROSSING
- EXISTING STORM DRAIN LINE AND SIZE (36" RCP)
- EXISTING SANITARY LINE AND SIZE (8" SAN)
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD WIRES
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING GAS VALVE (GV)
- EXISTING WATER VALVE (WV)
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- BORING LOCATION AND DESIGNATION (DP-2)

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.
2. GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION", DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
3. THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED BY ECOLOGICAL SOLUTIONS, LLC ON 07/10/2018 AND CONFIRMED BY THE TOWN WETLAND CONSULTANT ON 10/01/2020.



No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

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APPLICANT/OWNER:

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JMC

EXISTING CONDITIONS PLAN

AIRPORT CAMPUS
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Date:	09/21/2022		
Project No:	15072		
15072-BASE	EXIST	EXIST.scr	
Drawing No:	C-010		

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NOT FOR CONSTRUCTION

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING EASEMENT LINE
- EXISTING ROADWAY CENTER LINE
- EXISTING WETLAND LINE AND DELINEATION (W-F-43, W-F-44, W-F-45)
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING TREE
- EXISTING TREE LINE
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED R-MF-SCH SUBDIVISION LINE
- PROPOSED R-MF-A SUBDIVISION LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- PROPOSED YARD SETBACK
- PROPOSED CONCRETE CURB
- PROPOSED DROP CURB & RAMP
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (2H)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (5)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED PAVEMENT
- PROPOSED TOWNHOME PATIO/DECK
- PROPOSED CONCRETE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED FENCE
- PROPOSED 12" WIDE WHITE STOP LINE
- TRAFFIC SIGN LOCATION & DESIGNATION (A)

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.

GROSS LAND COVERAGE SUMMARY TABLE

DESCRIPTION	UNITS	EXISTING CONDITIONS	DEIS PLAN	FEIS PLAN
SITE AREA	S.F.	1,689,570	1,645,697	1,689,570
	ACRES	38.79	37.78	38.79
BUILDINGS (INCLUDES PARKING STRUCTURE AND EXCLUDES BRIDGE)	S.F.	119,070	215,594	312,733
ROAD / PARKING LOT	S.F.	145,354	169,840	215,714
SIDEWALKS / PATIOS	S.F.	26,491	32,820	54,612
TENNIS COURTS	S.F.	17,200	N/A	N/A
GRAVEL DRIVEWAY	S.F.	N/A	14,208	1,673
TOTAL GROSS LAND COVERAGE	S.F.	308,115	432,462	584,732
	ACRES	7.07	9.93	13.42
	PERCENT	18.2%	26.3%	34.6%
PERVIOUS COVERAGE	S.F.	1,381,455	1,213,235	1,104,838
	ACRES	31.71	27.85	25.36
	PERCENT	81.8%	73.7%	65.4%

BUILDING/PARKING SUMMARY TABLE

BUILDING TYPE	UNIT COUNT	BEDROOM COUNT	PARKING COUNT
APARTMENT	50 UNITS	100 BEDROOMS (50 2-BEDROOM)	113 SPACES (60 GARAGE, 53 SURFACE)
TOWNHOME	125 UNITS	250 BEDROOMS (125 2-BEDROOM)	500 SPACES (250 GARAGE, 250 DRIVEWAY)
CLUBHOUSE	1 UNIT	N/A	22 SPACES
TOTAL	175 UNITS	350 BEDROOMS	635 SPACES



GRAPHIC SCALE
90 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

No.	Revision	Date	By
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APPLICANT/OWNER:

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OVERALL PRELIMINARY LAYOUT PLAN

AIRPORT CAMPUS
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Project No:	15072
15072-LAYOUT	C-100
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Drawing No:	C-100

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PRELIMINARY LAYOUT PLAN

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

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Project No: 15072
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C-101

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POUND RIDGE, NY 10576

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LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING EASEMENT LINE
- EXISTING ROADWAY CENTER LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING TREE
- EXISTING TREE LINE
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED R-MF-SCH SUBDIVISION LINE
- PROPOSED R-MF-A SUBDIVISION LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- PROPOSED 7YAS SETBACK
- PROPOSED CONCRETE CURB
- PROPOSED DROP CURB & RAMP
- PROPOSED SHOUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH SIGN AND PAINT MARKED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH PAINT MARKED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED UNRAVING CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED PAVEMENT
- PROPOSED TOWNHOME PATIO/DECK
- PROPOSED CONCRETE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED FENCE
- PROPOSED 12" WIDE WHITE STOP LINE
- TRAFFIC SIGN LOCATION & DESIGNATION

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF NBA AIRPORT CAMPUS I-V LLC", PREPARED BY JMC, DATED 09/30/2020, LAST REVISED 09/30/2020, AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY", PREPARED BY JMC, DATED 10/15/2020, LAST REVISED 01/20/2023.
2. ARCHITECTURE & FLOOR PLANS, FULL DATED 05/13/2022.

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

MATCHLINE

MATCHLINE

KING STREET (ROUTE 120)

AMERICAN LANE

EXISTING TRAFFIC SIGNAL

PROPOSED ASPHALT FLUSH WITH EXISTING PAVEMENT

PROPOSED ENTRANCE MONUMENT

PROPOSED TRASH ENCLOSURE

PROPOSED WATER BOOSTER PUMPING STATION

PROPOSED 157,000 GALLON WATER STORAGE TANK (24' H.T.)

PROPOSED TOWNHOME UNITS (TYPICAL)

PROPOSED CONCRETE CURB (TYPICAL)

PROPOSED GARAGE ENTRANCE SECOND LEVEL

PROPOSED GARAGE ENTRANCE FIRST LEVEL

PROPOSED 4 STORY 2 STORY 60 PS

PROPOSED BRIDGE CONNECTION

PROPOSED CONCRETE SIDEWALK

EXISTING THREE STORY OFFICE BUILDING

PROPOSED MULTI-FAMILY BUILDING

BUILDING HEIGHT = 37'±5

EXISTING POND

PROPOSED RETAINING WALL WITH FALL PROTECTION TO MEET/MATCH EXISTING WALL (TO BE DESIGNED BY OTHERS)

PROPOSED SIDEWALK TO MEET FLUSH WITH EXISTING SIDEWALK

PROPOSED CROSS PAVEMENT WALK

CONSTRUCT RETAINING WALL OR MODIFY/REUSE EXISTING PARKING STRUCTURE WALL (TO BE DESIGNED BY OTHERS)

10' SIDE YARD R-MF-A PERIMETER SETBACK

10' FRONT YARD R-MF-A PERIMETER SETBACK

25' REAR YARD R-MF-A PERIMETER SETBACK

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED MAIL BOXES

PROPOSED PAVILION

PROPOSED CONCRETE CURB (TYPICAL)

WETLANDS

WETLAND LIMIT LINE

WETLAND SETBACK (ADJACENT AREA)

50' CONSERVATION EASEMENT (TYP. ADJACENT)

APPROX. 100' WETLAND SETBACK (ADJACENT AREA)

APPROX. CONSERVATION EASEMENT (TYP. ADJACENT)

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MATCHLINE

MATCHLINE



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
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- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING TREE
- EXISTING TREE LINE
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED R-MF-SCH SUBDIVISION LINE
- PROPOSED R-MF-A SUBDIVISION LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- PROPOSED YARD SETBACK
- PROPOSED CONCRETE CURB
- PROPOSED DROP CURB & RAMP
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED PAVEMENT
- PROPOSED TOWNHOME PATIO/DECK
- PROPOSED CONCRETE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED FENCE
- PROPOSED 12" WIDE WHITE STOP LINE
- TRAFFIC SIGN LOCATION & DESIGNATION

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBA INSURANCE CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

No.	Revision	Date	By
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Previous Editions Obsolete

APPLICANT/OWNER:

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PRELIMINARY LAYOUT PLAN

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn:	BMS	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2022		
Project No:	15072		
15072-LAYOUT	C-102	LAY.scr	
Drawing No:	C–102		

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TREE PROTECTION PLAN

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn: BMS | Approved: AG
Scale: 1" = 40'
Date: 09/21/2022
Project No: 19072
Drawing No: C-151 | REV: 01

APPLICANT/OWNER:
AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
120 BEDFORD ROAD • ARMONK, NY 10504
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John Meyer Consulting, Inc.
www.jmcpllc.com

No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

Previous Editions Obsolete

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

MATCHLINE

KING STREET (ROUTE 120)

AMERICAN LANE

EXISTING THREE STORY OFFICE BUILDING

PROPOSED MULTI-FAMILY BUILDING
BUILDING HEIGHT = 37.5'±

PROPOSED GARAGE 2 STORY 60 PS

EXISTING POND

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED 6" WATER MAIN TO BE CONNECTED TO EXISTING

EXISTING POOL

EXISTING CLUB HOUSE

WETLANDS

WETLAND SETBACK (ADJACENT AREA)
100'

WETLAND SETBACK AREA
100' SETBACK AREA

EXISTING VEGETATION TO REMAIN OR REPLANT

EXISTING VEGETATION TO REMAIN OR REPLANT

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (ORDER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (ORDER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO REMAIN

NOTES:

EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBA INSURANCE LTD., TAX MAP PARCEL NO. 2.60-1-1, 113 KING STREET (NY ROUTE 120), NORTH CASTLE, NY" SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC. SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC. ADDITIONAL TREE SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC. ADDITIONAL TREE SURVEY WILL BE PERFORMED FOR THE PROPERTY. ADDITIONAL TREES MAY BE REMOVED FOR THE PROPOSED IMPROVEMENTS ON THE PROPERTY. AT THAT TIME, THE TREE QUANTITIES TO REMAIN AND BE REMOVED WILL BE REVISED.

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION (W.F.-63, W.F.-64, W.F.-65)
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES (5)
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES (2H)
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (2H)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (5)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT (ONLY)
- TRAFFIC SIGN LOCATION & DESIGNATION (A)
- PEDESTRIAN CROSSING
- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO REMAIN (573, 478)

NOTES:

EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022. EXISTING TREES DEPICTED HEREON ARE BASED ON A FIELD SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, IN MARCH, 2019 WHICH COVERS THE MAJORITY OF THE PROPERTY. ADDITIONAL TREE SURVEY WILL BE PERFORMED FOR THE NORTHWESTERN PORTION OF THE PROPERTY, AS WELL AS THE FORMER TAKEDA PROPERTY. AT THAT TIME, THE TREE QUANTITIES TO REMAIN AND BE REMOVED WILL BE UPDATED.

MATCHLINE

MATCHLINE

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

PROPOSED STORMWATER MANAGEMENT AREA

50' IRREVOCABLE CROSS-ACCESS EASEMENT (ASSIGNMENT OF EASEMENT ON 4617/404)

50' IRREVOCABLE CROSS-ACCESS EASEMENT (ASSIGNMENT OF EASEMENT ON 4617/404)

50' IRREVOCABLE CROSS-ACCESS EASEMENT (ASSIGNMENT OF EASEMENT ON 4617/404)

50' IRREVOCABLE CROSS-ACCESS EASEMENT (ASSIGNMENT OF EASEMENT ON 4617/404)

100' WETLAND SETBACK (ADJACENT AREA)

100' WETLAND SETBACK (ADJACENT AREA)

100' WETLAND SETBACK (ADJACENT AREA)

WETLANDS

WOODED

POOL

CLUBHOUSE

KING STREET (ROUTE 120)

COONEY HILL ROAD

30' WIDE EASEMENT - DEED YIELD PAGE 150

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

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No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

Previous Editions Obsolete

APPLICANT/OWNER:

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46 WESTCHESTER AVENUE
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JMC

TREE PROTECTION PLAN

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

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Drawn:	BMS	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2022		
Project No:	15072		
15072-TREE	C-152	TREE.scr	

Drawing No:

C–152

TREE TABLE - PART A

1,091 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
1	CHERRY	12"	POOR	REMOVE	98	SPRUCE	8"	FAIR	REMOVE	200	MAPLE	8"	GOOD	REMOVE	300	BIRCHERRY	10"	POOR	REMOVE
2	SPRUCE	14"	FAIR	REMOVE	99	SPRUCE	8"	POOR	REMOVE	201	ASH	10"	GOOD	REMOVE	301	PINE	28"	FAIR	REMOVE
3	SPRUCE	14"	FAIR	REMOVE	100	MAPLE	10"	GOOD	REMAIN	202	ASH	8"	GOOD	REMOVE	302	SPRUCE	12"	GOOD	REMOVE
4	SPRUCE	14"	FAIR	REMOVE	101	HICKORY	8"	GOOD	REMAIN	203	OAK	14"	FAIR	REMOVE	303	MAPLE	8"	GOOD	REMAIN
5	MAPLE	24"	GOOD	REMOVE	102	MAPPLELE	10"	GOOD	REMAIN	204	MAPLE	14"	GOOD	REMOVE	304	SPRUCE	12"	POOR	REMAIN
6	SPRUCE	14"	FAIR	REMOVE	103	MAPLE	44"	GOOD	REMOVE	205	SPRUCE	8"	GOOD	REMOVE	305	SPRUCE	8"	GOOD	REMOVE
7	CHERRY	12"	FAIR	REMOVE	104	MAPLE	10"	GOOD	REMAIN	206	PINE	14"	GOOD	REMOVE	306	PINE	10"	POOR	REMOVE
8	MAPLE	16"	GOOD	REMOVE	105	MAPLE	10"	GOOD	REMAIN	207	MAPLE	8"	GOOD	REMOVE	307	SPRUCE	14"	POOR	REMOVE
9	MAPLE	38"	GOOD	REMAIN	106	MAPLE	8"	GOOD	REMAIN	208	PINE	12"	FAIR	REMOVE	308	SPRUCE	8"	GOOD	REMOVE
10	SPRUCE	14"	FAIR	REMOVE	107	BIRCHERRY	16" TR	GOOD	REMOVE	209	MAPLE	10"	GOOD	REMAIN	309	SPRUCE	12"	GOOD	REMOVE
11	MAPLE	10"	GOOD	REMAIN	108	ASH	8"	FAIR	REMAIN	210	PINE	14"	FAIR	REMOVE	310	PINE	18"	FAIR	REMOVE
12	SPRUCE	14"	FAIR	REMOVE	110	MAGNOLIA	14"	GOOD	REMOVE	211	PINE	10"	FAIR	REMOVE	311	ASH	10"	FAIR	REMOVE
13	ASH	8"	GOOD	REMAIN	111	MAPLE	10"	GOOD	REMAIN	212	SPRUCE	8"	GOOD	REMOVE	312	CEDAR	10"	GOOD	REMOVE
14	MAPLE	8"	GOOD	REMOVE	112	MAPLE	10"	GOOD	REMAIN	213	SPRUCE	8"	FAIR	REMAIN	313	MAPLE	22"	GOOD	REMOVE
15	MAPLE	8"	GOOD	REMAIN	113	PINE	12"	GOOD	REMAIN	214	CHERRY	9"	FAIR	REMAIN	314	SPRUCE	14"	GOOD	REMOVE
16	ASH	14"	GOOD	REMAIN	114	MAPLE	8"	GOOD	REMAIN	215	OAK	14"	FAIR	REMOVE	315	PINE	26"	GOOD	REMOVE
17	SPRUCE	14"	FAIR	REMOVE	115	MAPLE	16"	GOOD	REMAIN	216	MAPLE	16"	FAIR	REMOVE	316	CEDAR	10"	FAIR	REMOVE
18	ASH	10"	GOOD	REMAIN	116	MAPLE	8"	GOOD	REMAIN	217	MAPLE	10"	FAIR	REMOVE	317	MAPLE	30"	POOR	REMOVE
19	ASH	14"	GOOD	REMAIN	117	PINE	14" 8"	GOOD	REMOVE	218	SPRUCE	12"	GOOD	REMOVE	318	PINE	24"	FAIR	REMAIN
20	ASH	10"	GOOD	REMAIN	118	SPRUCE	14"	POOR	REMOVE	219	MAPLE	8"	GOOD	REMAIN	319	PINE	14"	FAIR	REMOVE
21	ASH	10"	GOOD	REMAIN	119	PINE	14"	FAIR	REMOVE	220	PEAR	10"	GOOD	REMOVE	320	CEDAR	12"	FAIR	REMOVE
22	MAPLE	8"	GOOD	REMAIN	120	MAPLE	10"	GOOD	REMAIN	221	SPRUCE	8"	GOOD	REMOVE	321	SPRUCE	12"	GOOD	REMOVE
23	MAPLE	8"	GOOD	REMAIN	121	BIRCHERRY	12" MU	GOOD	REMOVE	222	SPRUCE	8"	FAIR	REMOVE	322	OAK	12"	GOOD	REMOVE
24	MAPLE	8"	GOOD	REMOVE	122	MAPLE	10"	GOOD	REMAIN	223	MAPLE	9" TW	GOOD	REMOVE	323	DECIDUOUS	10"	POOR	REMOVE
25	MAPLE	8"	GOOD	REMAIN	123	MAPLE	8"	FAIR	REMAIN	224	MAPLE	8"	GOOD	REMAIN	324	CEDAR	10"	FAIR	REMOVE
26	MAPLE	26"	GOOD	REMAIN	124	MAPLE	12" 8"	FAIR	REMAIN	225	SPRUCE	8"	FAIR	REMOVE	325	MAPLE	18"	GOOD	REMOVE
27	MAPLE	8"	GOOD	REMAIN	125	OAK	20"	FAIR	REMOVE	226	MAPLE	10"	GOOD	REMAIN	326	PINE	14"	FAIR	REMAIN
28	MAPLE	10"	GOOD	REMAIN	126	SPRUCE	18" TW	POOR	REMOVE	227	PINE	8"	FAIR	REMAIN	327	PINE	28"	GOOD	REMOVE
29	MAPLE	10" 6"	GOOD	REMAIN	127	MAPLE	8"	GOOD	REMAIN	228	LOCUST	12"	GOOD	REMOVE	328	CEDAR	10"	FAIR	REMOVE
30	ASH	12"	GOOD	REMAIN	129	MAPLE	12"	GOOD	REMAIN	229	PINE	10"	GOOD	REMOVE	329	ASH	12"	FAIR	REMOVE
31	MAPLE	12"	GOOD	REMAIN	130	MAPLE	8"	GOOD	REMAIN	230	PINE	10"	FAIR	REMOVE	330	CEDAR	10"	FAIR	REMOVE
32	SPRUCE	14"	FAIR	REMOVE	132	MAPLE	8"	GOOD	REMAIN	231	PINE	10"	FAIR	REMOVE	331	MAPLE	20"	GOOD	REMOVE
33	ASH	8"	GOOD	REMAIN	134	MAPLE	10"	GOOD	REMAIN	232	MAPLE	10"	GOOD	REMAIN	332	CEDAR	10"	FAIR	REMOVE
34	ASH	8"	GOOD	REMAIN	135	PINE	14"	GOOD	REMOVE	233	MAPLE	10"	GOOD	REMOVE	333	PINE	14"	FAIR	REMAIN
35	MAPLE	8"	GOOD	REMAIN	136	MAPLE	8"	GOOD	REMAIN	234	PINE	10"	POOR	REMOVE	334	DECIDUOUS	12"	GOOD	REMOVE
36	ASH	8"	FAIR	REMAIN	137	PINE	10"	POOR	REMOVE	235	PINE	10"	FAIR	REMOVE	335	CHERRY	10"	GOOD	REMOVE
37	CHERRY	12"	GOOD	REMAIN	138	MAPLE	10"	GOOD	REMAIN	236	MAPLE	12" TR	FAIR	REMAIN	336	MAPLE	14"	FAIR	REMOVE
38	CHERRY	8"	POOR	REMAIN	139	SPRUCE	14"	FAIR	REMOVE	237	SPRUCE	12"	GOOD	REMAIN	337	MAPLE	10"	GOOD	REMOVE
39	MAPLE	8"	POOR	REMAIN	140	SPRUCE	14"	FAIR	REMOVE	238	SPRUCE	12"	GOOD	REMAIN	338	SPRUCE	10"	GOOD	REMOVE
40	ASH	12" TW	FAIR	REMAIN	141	OAK	10"	GOOD	REMOVE	239	SPRUCE	8"	FAIR	REMAIN	339	MAPLE	14"	GOOD	REMOVE
41	MAPLE	10"	GOOD	REMAIN	142	OAK	10"	FAIR	REMOVE	240	SPRUCE	8"	GOOD	REMOVE	340	CEDAR	8" TW	FAIR	REMOVE
42	CHERRY	8"	POOR	REMAIN	143	MAPLE	12"	GOOD	REMAIN	242	LOCUST	14"	GOOD	REMOVE	341	PEAR	22"	GOOD	REMOVE
43	MAPLE	34"	GOOD	REMAIN	144	HICKORY	10"	GOOD	REMAIN	243	SPRUCE	8"	FAIR	REMAIN	342	CEDAR	10" TW	FAIR	REMOVE
44	ASH	8"	GOOD	REMAIN	145	OAK	18"	GOOD	REMOVE	244	MAPLE	8"	FAIR	REMOVE	343	PINE	36"	GOOD	REMOVE
45	MAPLE	8"	GOOD	REMAIN	146	OAK	10"	GOOD	REMOVE	245	SPRUCE	12"	GOOD	REMAIN	344	APPLE	8"	GOOD	REMOVE
46	MAPLE	44"	FAIR	REMOVE	147	ASH	16"	FAIR	REMOVE	246	MAPLE	8"	FAIR	REMAIN	345	OAK	8"	FAIR	REMOVE
47	MAPLE	36"	GOOD	REMOVE	148	MAPLE	12"	GOOD	REMAIN	247	SPRUCE	8"	FAIR	REMAIN	346	CEDAR	10"	GOOD	REMOVE
48	MAPLE	20"	FAIR	REMOVE	149	BIRCHERRY	8"	GOOD	REMOVE	248	SPRUCE	8"	GOOD	REMOVE	347	OAK	34"	GOOD	REMAIN
49	MAPLE	8"	GOOD	REMAIN	150	OAK	12"	GOOD	REMOVE	249	MAPLE	12"	FAIR	REMAIN	348	MAGNOLIA	8"	FAIR	REMOVE
50	MAPLE	34"	GOOD	REMAIN	151	PEAR	16"	FAIR	REMOVE	250	MAPLE	12" 8" 6"	FAIR	REMAIN	349	MAGNOLIA	12"	FAIR	REMOVE
51	MAPLE	8"	GOOD	REMAIN	152	OAK	12"	GOOD	REMOVE	251	MAPLE	10"	FAIR	REMAIN	350	SPRUCE	10"	FAIR	REMOVE
52	MAPLE	16"	GOOD	REMAIN	154	MAPLE	10"	GOOD	REMAIN	252	SPRUCE	8"	GOOD	REMOVE	351	CEDAR	12" TW	GOOD	REMOVE
53	MAPLE	8"	GOOD	REMAIN	155	OAK	8"	GOOD	REMOVE	253	MAPLE	8"	GOOD	REMAIN	352	CEDAR	8"	FAIR	REMOVE
54	OAK	30"	GOOD	REMAIN	156	ASH	10"	GOOD	REMAIN	254	OAK	36"	GOOD	REMAIN	353	MAPLE	24"	POOR	REMOVE
55	MAPLE	4"	GOOD	REMOVE	157	PINE	10"	GOOD	REMAIN	255	SPRUCE	8"	GOOD	REMOVE	354	SPRUCE	16"	GOOD	REMOVE
56	MAPLE	12"	GOOD	REMAIN	158	OAK	8"	GOOD	REMOVE	256	MAPLE	14"	FAIR	REMOVE	355	CEDAR	8"	FAIR	REMOVE
57	MAPLE	48"	GOOD	REMOVE	159	SPRUCE	14"	GOOD	REMOVE	257	MAPLE	12" 8" 6"	FAIR	REMAIN	356	APPLE	8"	FAIR	REMOVE
58	MAPLE	26"	FAIR	REMAIN	160	LOCUST	6"	GOOD	REMOVE	258	LOCUST	12"	GOOD	REMOVE	357	CEDAR	10"	GOOD	REMOVE
59	MAPLE	44"	POOR	REMOVE	161	PINE	8"	POOR	REMOVE	259	ASH	18"	GOOD	REMOVE	358	SPRUCE	10"	GOOD	REMOVE
60	MAPLE	8"	GOOD	REMAIN	162	PINE	8"	FAIR	REMOVE	260	MAPLE	8"	GOOD	REMOVE	359	DECIDUOUS	16"	GOOD	REMOVE
61	OAK	28"	GOOD	REMAIN	163	SPRUCE	10"	GOOD	REMAIN	261	SPRUCE	8"	FAIR	REMAIN	360	CEDAR	14"	FAIR	REMOVE
62	MAPLE	28"	GOOD	REMAIN	164	PINE	8"	FAIR	REMOVE	263	OAK	12"	GOOD	REMOVE	361	MAPLE	16"	GOOD	REMOVE
63	CHERRY	8"	FAIR	REMAIN	166	SPRUCE	8"	FAIR	REMAIN	264	SPRUCE	8"	GOOD	REMOVE	362	OAK	40"	GOOD	REMAIN
64	MAPLE	12"	GOOD	REMAIN	167	OAK	14"	GOOD	REMOVE	265	PINE	12"	FAIR	REMOVE	363	CEDAR	12"	FAIR	REMOVE
65	CHERRY	10"	FAIR	REMAIN	168	MAPLE	10"	GOOD	REMAIN	266	ASH	10"	GOOD	REMOVE	364	MAPLE	18"	GOOD	REMOVE
66	MAPLE	8"	GOOD	REMAIN	169	PEAR	21"	FAIR	REMOVE	268	SPRUCE	8"	FAIR	REMAIN	366	CEDAR	10"	FAIR	REMOVE
67	MAPLE	22"	FAIR	REMOVE	170	SPRUCE	8"	GOOD	REMOVE	269	SPRUCE	8"	GOOD	REMOVE	367	HM	18"	POOR	REMOVE
68	CHERRY	10"	GOOD	REMAIN	171	OAK	14"	FAIR	REMOVE	270	SPRUCE	8"	FAIR	REMOVE	368	CEDAR	14"	FAIR	REMOVE
69	MAPLE	12"	GOOD	REMOVE	172	OAK	20"	GOOD	REMOVE	271	SPRUCE	12"	POOR	REMAIN	369	APPLE	8"	FAIR	REMOVE
70	MAPLE	8"	GOOD	REMAIN	173	OAK	14"	GOOD	REMOVE	272	DOGWOOD	10"	POOR	REMOVE	370	APPLE	8"	GOOD	REMOVE
71	MAPLE	20" 12"	FAIR	REMAIN	174	MAPLE	12"	GOOD	REMOVE	273	PINE	20"	FAIR	REMOVE	371	SPRUCE	14"	GOOD	REMOVE
72	MAPLE	12"	GOOD	REMAIN	175	MAPLE	14"	GOOD	REMOVE	274	OAK	10"	GOOD	REMOVE	372	SYCAMORE	16"	FAIR	REMOVE
73	MAPLE	10"	GOOD	REMAIN	176	SPRUCE	8"	GOOD	REMOVE	275	SPRUCE	14"	POOR	REMAIN	373	CEDAR	12"	FAIR	REMOVE
74	ASH	24"	FAIR	REMAIN	177	SPRUCE	8"	FAIR	REMOVE	276	SPRUCE	8"	FAIR	REMOVE	374	HEMLOCK	8"	POOR	REMOVE
75	MAPLE	8"	GOOD	REMAIN	178	MAPLE	10"	GOOD	REMOVE	277	SM	24"	GOOD	REMAIN	375	MAPLE	12"	GOOD	REMOVE
76	MAPLE	12"	GOOD	REMOVE	179	SPRUCE	8"	FAIR	REMOVE	278	SPRUCE	16"	GOOD	REMAIN	376	HEMLOCK	8"	POOR	REMOVE
77	MAPLE	12"	GOOD	REMAIN	180	MAPLE	8"	GOOD	REMAIN	279	PINE	16"	FAIR	REMOVE	377	MAPLE	12"	POOR	REMOVE
78	MAPLE	10"	GOOD	REMAIN	181	SPRUCE	14"	GOOD	REMOVE	280	CEDAR	12"	GOOD	REMAIN	378	SPRUCE	14"	FAIR	REMOVE
79	MAPLE	8" 6"	GOOD	REMAIN	182	SPRUCE	14"	FAIR	REMOVE	281	MAPLE	16"	GOOD	REMOVE	380	MAPLE	12"	GOOD	REMAIN
80	SPRUCE	12"	FAIR	REMOVE	183	SPRUCE	12"	GOOD	REMOVE	282	PINE	10"	FAIR	REMAIN	381	BIRCHERRY	14"	GOOD	REMAIN
81	MAPLE	12"	GOOD	REMAIN	184	SPRUCE	14"	FAIR	REMOVE	283	SPRUCE	14"	POOR	REMAIN	382	BIRCHERRY	14"	GOOD	REMAIN
82	SPRUCE	12"	FAIR	REMOVE	185	SPRUCE	8"	FAIR	REMOVE	284	OAK	14"	GOOD	REMAIN	383	PINE	28"	FAIR	REMOVE
83	MAPLE	12"	GOOD	REMAIN	186	SPRUCE	8"	FAIR	REMOVE	285	SPRUCE	8"	GOOD	REMOVE	384	SPRUCE	20"	GOOD	REMOVE
84	MAPLE	12"	GOOD	REMOVE	187	SPRUCE	8"	FAIR	REMOVE	286	BIRCHERRY	12"	GOOD	REMAIN	385	APPLE	10"	GOOD	REMOVE
85	SPRUCE	14"	GOOD	REMOVE	188	SPRUCE	8"	FAIR	REMOVE	287	BIRCHERRY	8"	POOR	REMAIN	386	OAK	30"	GOOD	REMOVE
86	ASH	22"	POOR	REMAIN	189	MAPLE	10"	GOOD	REMOVE	288	SPRUCE	10"	POOR	REMAIN	387	HEMLOCK	8" TW	FAIR	REMOVE
87	MAPLE	12"	GOOD	REMAIN	190	MAPLE	10"	GOOD	REMAIN	289	MAPLE	12"	GOOD	REMAIN	388	OAK	12"	FAIR	REMOVE
88	DECIDUOUS	12"	FAIR	REMOVE	191	SPRUCE	8"	GOOD	REMOVE	290	PINE	12"	FAIR	REMOVE	389	APPLE	12" TR	POOR	REMOVE
89	SPRUCE	10"	FAIR	REMOVE	192	MAPLE	12"	GOOD	REMOVE	291	PINE	8"	FAIR	REMOVE	390	SPRUCE	14"	FAIR	REMOVE
90	MAPLE	8"	FAIR	REMAIN	193	SPRUCE	8"	GOOD	REMOVE	293	SPRUCE	12" TW	GOOD	REMAIN	391	MAPLE	34"	GOOD	REMOVE
91	MAPLE	8"	FAIR	REMAIN	194	SPRUCE	8"	FAIR	REMOVE	294	PINE	12"	FAIR	REMOVE	392	APPLE	10"	GOOD	REMOVE
92	BIRCHERRY	14" TR	GOOD	REMOVE	195	SPRUCE	8"	FAIR	REMOVE	295	PINE	10"	FAIR	REMOVE	393	APPLE	12"	GOOD	REMOVE
93	SPRUCE	8"	FAIR	REMOVE	196	PEAR	8"	GOOD	REMOVE	296	CEDAR	24" TW	FAIR	REMOVE	394	CHERRY	10"	POOR	REMOVE
94	MAPLE	12"	POOR	REMOVE	197	SPRUCE	8"	FAIR	REMOVE	297	ASH	16"	GOOD	REMOVE	395	ASH	16"	FAIR	REMOVE
95	PINE	10"	GOOD	REMOVE	198	SPRUCE	8"	GOOD	REMOVE	298	MAPLE	10"	GOOD	REMOVE	396	CHERRY	10"	POOR	REMOVE
96	PINE	8"	GOOD	REMOVE	199	SPRUCE	12"	FAIR	REMOVE	299	PINE	10"	FAIR	REMOVE	397	OAK	22"	FAIR	REMOVE
97	MAPLE	16"	GOOD	REMOVE											398	MAPLE	14"	FAIR	REMOVE
															399	OAK	28"	GOOD	REMOVE

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No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

Previous Editions Obsolete

APPLICANT/OWNER:

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POUND RIDGE, NY 10576

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TREE PROTECTION TABLE (PART A)

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn:	BMS	Approved:	AG
Scale:	–		
Date:	09/21/2022		
Project No:	15072		
15071-TREE	C-153	TREE.scr	

Drawing No:

C–153

TREE TABLE - PART B

1,091 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
400	SPRUCE	12"	POOR	REMOVE	500	CHERRY	20"	POOR	REMOVE	600	CHERRY	14"	POOR	REMOVE	700	APPLE	12"	DEAD	REMOVE
401	CHERRY	22"	POOR	REMOVE	501	DECIDUOUS	16"	FAIR	REMAIN	602	ASH	18"	POOR	REMOVE	702	ASH	14"	POOR	REMOVE
402	MAPLE	14"	GOOD	REMOVE	502	TREE OF HEAVEN	18"	FAIR	REMOVE	603	CHERRY	12"	POOR	REMOVE	703	SASSAFRAS	18"	FAIR	REMAIN
403	MAPLE	24"	FAIR	REMOVE	503	MAPLE	18"	GOOD	REMOVE	604	CHERRY	12"	DEAD	REMOVE	704	ASH	10"	FAIR	REMAIN
404	OAK	16"	FAIR	REMOVE	504	ASH	16"	FAIR	REMOVE	605	TREE OF HEAVEN	24" TW	FAIR	REMAIN	705	APPLE	28"	POOR	REMOVE
405	MAPLE	12"	GOOD	REMOVE	505	SYCAMORE	16"	GOOD	REMOVE	606	CHERRY	14"	POOR	REMOVE	707	PINE	48"	GOOD	REMOVE
406	MAPLE	22"	FAIR	REMOVE	506	MAPLE	16"	FAIR	REMAIN	607	MAPLE	16"	DEAD	REMOVE	709	MAPLE	50"	GOOD	REMOVE
407	CHERRY	10"	POOR	REMOVE	507	BIRCHERRY	8"	POOR	REMOVE	608	CHERRY	14"	POOR	REMOVE	710	MAPLE	18"	FAIR	REMOVE
408	SPRUCE	14"	FAIR	REMOVE	508	CHERRY	8"	GOOD	REMOVE	609	TREE OF HEAVEN	8" MU	FAIR	REMOVE	712	CHERRY	18"	FAIR	REMAIN
409	SPRUCE	10"	POOR	REMOVE	509	MAPLE	16"	GOOD	REMAIN	610	OAK	38"	GOOD	REMOVE	713	CHERRY	18"	FAIR	REMAIN
410	OAK	22"	GOOD	REMOVE	510	ASH	40"	POOR	REMAIN	611	ASH	12" TW	DEAD	REMOVE	715	MAPLE	48"	GOOD	REMAIN
411	OAK	24"	FAIR	REMOVE	511	CHERRY	10"	DEAD	REMOVE	612	ASH	20"	POOR	REMOVE	716	SASSAFRAS	18"	FAIR	REMAIN
412	CHERRY	18"	FAIR	REMOVE	512	APPLE	12"	DEAD	REMOVE	614	LOCUST	20"	POOR	REMOVE	717	ASH	18"	POOR	REMOVE
413	OAK	20"	GOOD	REMAIN	513	CHERRY	10"	FAIR	REMOVE	616	PINE	10"	DEAD	REMOVE	718	MAPLE	10"	FAIR	REMOVE
414	SPRUCE	10"	POOR	REMOVE	514	APPLE	16"	DEAD	REMOVE	617	WILLOW	60"	POOR	REMAIN	719	MAPLE	10" TW	FAIR	REMOVE
415	SPRUCE	12"	FAIR	REMOVE	515	LOCUST	14"	POOR	REMOVE	618	OAK	12"	FAIR	REMOVE	720	MAPLE	12" TW	FAIR	REMOVE
416	DECIDUOUS	16"	GOOD	REMAIN	516	CHERRY	16"	FAIR	REMOVE	619	CHERRY	8"	POOR	REMOVE	721	BIRCHERRY	14" TR	FAIR	REMAIN
417	DECIDUOUS	16"	GOOD	REMAIN	517	ASH	14"	POOR	REMOVE	620	CHESNUT	18" 6"	GOOD	REMOVE	722	TREE OF HEAVEN	16"	GOOD	REMAIN
419	SPRUCE	20"	FAIR	REMOVE	518	LOCUST	12"	DEAD	REMOVE	621	PINE	20"	GOOD	REMOVE	723	OAK	18"	FAIR	REMOVE
420	LINDEN	16"	GOOD	REMAIN	519	SPRUCE	24"	FAIR	REMAIN	622	PINE	10"	POOR	REMOVE	724	SASSAFRAS	18"	FAIR	REMAIN
421	SPRUCE	8"	FAIR	REMAIN	520	CHERRY	14"	DEAD	REMOVE	623	PINE	24"	FAIR	REMOVE	725	APPLE	16"	POOR	REMOVE
422	HEMLOCK	8"	FAIR	REMOVE	521	CHERRY	12"	FAIR	REMOVE	624	CHESNUT	32"	GOOD	REMOVE	726	OAK	20"	FAIR	REMOVE
423	APPLE	12"	GOOD	REMOVE	523	MAPLE	22" TW	FAIR	REMOVE	625	PINE	18"	FAIR	REMOVE	728	MAPLE	20"	FAIR	REMOVE
424	SPRUCE	10"	POOR	REMOVE	524	ASH	16"	POOR	REMOVE	626	SPRUCE	14"	POOR	REMOVE	729	CHERRY	8"	DEAD	REMOVE
425	OAK	8"	GOOD	REMOVE	525	CHERRY	10"	FAIR	REMOVE	627	CHESNUT	20"	FAIR	REMAIN	730	FIR	16"	POOR	REMOVE
426	SPRUCE	12"	FAIR	REMOVE	527	CHERRY	10"	FAIR	REMOVE	628	PINE	16"	FAIR	REMOVE	731	OAK	28"	FAIR	REMOVE
427	SPRUCE	8"	FAIR	REMAIN	528	CEDAR	10"	GOOD	REMOVE	629	OAK	26"	GOOD	REMOVE	732	MAPLE	32"	GOOD	REMOVE
428	APPLE	8"	FAIR	REMAIN	529	CEDAR	10" 8"	GOOD	REMOVE	630	APPLE	18" TR	POOR	REMOVE	733	CHERRY	16" TW	FAIR	REMOVE
429	OAK	12"	GOOD	REMOVE	530	MAPLE	28"	GOOD	REMOVE	631	OAK	22"	FAIR	REMOVE	735	SPRUCE	16"	GOOD	REMAIN
430	APPLE	8"	POOR	REMOVE	531	PINE	18"	POOR	REMOVE	632	OAK	20"	FAIR	REMOVE	736	MAGNOLIAB	16"	GOOD	REMOVE
431	SPRUCE	10"	GOOD	REMAIN	532	MAPLE	20"	FAIR	REMAIN	633	PINE	22"	POOR	REMOVE	737	SPRUCE	16"	GOOD	REMAIN
432	SPRUCE	12"	POOR	REMOVE	533	ASH	12"	FAIR	REMOVE	634	CHERRY	18"	FAIR	REMOVE	739	WALNUT	12"	GOOD	REMOVE
433	SPRUCE	12"	FAIR	REMAIN	535	PINE	16"	FAIR	REMOVE	635	MAPLE	16"	FAIR	REMOVE	740	HEMLOCK	12" 10"	GOOD	REMOVE
434	SPRUCE	14"	FAIR	REMAIN	536	CHERRY	12"	POOR	REMOVE	636	OAK	16"	GOOD	REMOVE	741	MAPLE	8" TR	POOR	REMOVE
435	OAK	22"	FAIR	REMOVE	537	CHERRY	10"	POOR	REMOVE	637	CHERRY	12"	FAIR	REMOVE	742	HEMLOCK	14"	GOOD	REMOVE
436	MAPLE	26"	GOOD	REMAIN	538	MAPLE	48"	POOR	REMOVE	638	PINE	18"	POOR	REMOVE	743	APPLE	24"	POOR	REMOVE
437	SPRUCE	12"	POOR	REMOVE	539	MAPLE	26"	FAIR	REMOVE	639	ASH	12"	POOR	REMOVE	744	PINE	22"	GOOD	REMOVE
438	BIRCHERRY	12" MU	FAIR	REMOVE	540	CHERRY	12"	POOR	REMOVE	641	ASH	24"	POOR	REMOVE	745	PINE	22"	GOOD	REMOVE
439	SPRUCE	12"	POOR	REMOVE	541	CHERRY	12"	FAIR	REMOVE	642	OAK	28"	FAIR	REMOVE	746	BIRCHERRY	22"	GOOD	REMOVE
440	BIRCHERRY	12" MU	FAIR	REMOVE	544	CHERRY	8"	FAIR	REMOVE	643	OAK	30"	FAIR	REMOVE	748	MAPLE	24" 8"	FAIR	REMOVE
441	BIRCHERRY	18" TR	FAIR	REMOVE	545	LOCUST	22"	POOR	REMOVE	644	ASH	12"	POOR	REMOVE	752	BIRCHERRY	10" 4"	GOOD	REMAIN
442	SPRUCE	10"	POOR	REMOVE	546	MAPLE	18"	FAIR	REMOVE	645	ASH	12"	POOR	REMOVE	753	SASSAFRAS	10"	GOOD	REMAIN
443	SPRUCE	10"	POOR	REMOVE	547	ASH	10" TW	POOR	REMOVE	646	PINE	16" MU	POOR	REMOVE	754	MAPLE	22" 14"	GOOD	REMAIN
444	MAPLE	14"	GOOD	REMOVE	548	PINE	12"	POOR	REMOVE	647	APPLE	20"	DEAD	REMOVE	755	SASSAFRAS	8"	GOOD	REMAIN
445	SPRUCE	8"	POOR	REMOVE	549	ASH	14"	POOR	REMOVE	648	PINE	16"	GOOD	REMOVE	756	OAK	28"	GOOD	REMAIN
446	HEMLOCK	8"	FAIR	REMOVE	550	BIRCHERRY	8"	GOOD	REMOVE	649	OAK	24"	FAIR	REMOVE	757	MAPLE	10"	GOOD	REMAIN
447	LOCUST	10"	FAIR	REMOVE	551	CHERRY	8"	DEAD	REMOVE	650	ASH	10"	POOR	REMOVE	758	DECIDUOUS	8"	POOR	REMOVE
448	CEDAR	10"	FAIR	REMOVE	552	SYCAMORE	8"	GOOD	REMAIN	651	ASH	8"	POOR	REMOVE	759	HICKORY	16"	GOOD	REMOVE
449	HEMLOCK	10"	POOR	REMOVE	553	PINE	16"	FAIR	REMOVE	652	OAK	16" TW	POOR	REMOVE	760	CHERRY	8"	POOR	REMOVE
451	HEMLOCK	12"	FAIR	REMOVE	554	CHERRY	18"	POOR	REMOVE	653	OAK	26"	GOOD	REMOVE	761	CHERRY	8"	POOR	REMAIN
452	SPRUCE	20"	POOR	REMOVE	555	APPLE	18"	DEAD	REMOVE	654	SPRUCE	24"	FAIR	REMOVE	762	MAPLE	8"	GOOD	REMAIN
454	CEDAR	10"	FAIR	REMOVE	556	WALNUT	16"	POOR	REMAIN	655	MAPLE	24"	FAIR	REMAIN	763	MAPLE	10" 6"	POOR	REMOVE
455	MAPLE	18"	FAIR	REMOVE	557	MAPLE	20"	FAIR	REMOVE	656	PINE	30" MU	FAIR	REMOVE	764	MAPLE	12"	GOOD	REMAIN
456	LOCUST	12"	DEAD	REMOVE	558	ASH	12"	DEAD	REMOVE	657	SPRUCE	10" MU	FAIR	REMAIN	765	MAPLE	8"	GOOD	REMAIN
457	CHERRY	20"	GOOD	REMOVE	560	LOCUST	20"	FAIR	REMOVE	658	PINE	22"	FAIR	REMOVE	766	ASH	22"	GOOD	REMOVE
458	MAPLE	10" MU	POOR	REMOVE	561	DOGWOOD	8"	FAIR	REMAIN	659	MAPLE	8"	FAIR	REMAIN	767	MAPLE	12"	GOOD	REMOVE
460	CEDAR	20"	POOR	REMOVE	562	CHERRY	10"	FAIR	REMOVE	660	SPRUCE	28"	FAIR	REMOVE	768	MAPLE	10"	GOOD	REMOVE
461	CHERRY	16"	FAIR	REMOVE	563	PINE	16"	DEAD	REMOVE	661	CHERRY	22"	POOR	REMOVE	770	HICKORY	26"	GOOD	REMOVE
465	MAPLE	8"	FAIR	REMOVE	564	ASH	10"	FAIR	REMAIN	662	CHERRY	14"	POOR	REMOVE	771	CHERRY	8"	POOR	REMOVE
466	MAPLE	18"	GOOD	REMOVE	565	LOCUST	18"	FAIR	REMOVE	663	PINE	20"	FAIR	REMOVE	772	LOCUST	10"	POOR	REMOVE
467	MAPLE	12"	FAIR	REMOVE	566	CHERRY	10"	FAIR	REMOVE	664	ASH	12"	POOR	REMAIN	773	BIRCHERRY	10"	POOR	REMOVE
470	OAK	24"	FAIR	REMOVE	567	LOCUST	18"	FAIR	REMOVE	665	MAPLE	14"	GOOD	REMAIN	774	SPRUCE	10"	FAIR	REMOVE
471	MAPLE	12"	GOOD	REMAIN	568	MAPLE	22" TW	FAIR	REMAIN	667	PINE	18"	FAIR	REMOVE	775	MAPLE	10"	FAIR	REMOVE
472	PINE	16"	FAIR	REMOVE	569	PINE	16"	POOR	REMOVE	668	SPRUCE	18"	GOOD	REMOVE	776	MAPLE	8"	FAIR	REMOVE
473	PINE	24"	FAIR	REMOVE	570	PINE	14"	POOR	REMOVE	669	BIRCHERRY	12"	FAIR	REMAIN	777	SPRUCE	10"	POOR	REMOVE
474	MAPLE	16"	FAIR	REMOVE	571	SPRUCE	18"	GOOD	REMAIN	671	MAPLE	10"	FAIR	REMAIN	778	SPRUCE	10"	POOR	REMOVE
475	OAK	14"	FAIR	REMOVE	572	LOCUST	14"	FAIR	REMOVE	672	PINE	20"	FAIR	REMOVE	779	DECIDUOUS	10"	DEAD	REMAIN
476	PINE	24"	FAIR	REMOVE	573	MAPLE	12"	FAIR	REMOVE	673	ASH	8"	FAIR	REMAIN	780	PINE	14"	DEAD	REMOVE
477	PINE	16"	FAIR	REMOVE	574	TREE OF HEAVEN	14"	FAIR	REMOVE	674	ASH	10"	POOR	REMAIN	781	HICKORY	14"	POOR	REMOVE
478	MAPLE	30"	POOR	REMOVE	575	CHERRY	10"	FAIR	REMOVE	675	MAPLE	50"	FAIR	REMAIN	782	OAK	38"	GOOD	REMOVE
479	PINE	16"	FAIR	REMOVE	576	CHERRY	14"	FAIR	REMOVE	676	HICKORY	10"	GOOD	REMAIN	783	DECIDUOUS	18"	DEAD	REMOVE
480	PINE	8"	DEAD	REMAIN	577	MAPLE	18"	FAIR	REMOVE	677	APPLE	12"	GOOD	REMOVE	784	DECIDUOUS	12"	POOR	REMOVE
481	MAPLE	10"	POOR	REMAIN	578	CHERRY	14"	POOR	REMOVE	678	MAPLE	24"	GOOD	REMOVE	785	MAPLE	10"	FAIR	REMOVE
482	MAPLE	10"	GOOD	REMAIN	579	CHERRY	16"	FAIR	REMOVE	679	MAPLE	12"	GOOD	REMAIN	786	MAPLE	10"	FAIR	REMOVE
483	PINE	28"	FAIR	REMOVE	580	HEMLOCK	8"	FAIR	REMOVE	680	ASH	10"	FAIR	REMAIN	787	DECIDUOUS	14"	POOR	REMOVE
484	MAPLE	12"	POOR	REMAIN	581	PINE	16"	DEAD	REMOVE	681	ASH	10"	FAIR	REMAIN	788	DECIDUOUS	14"	FAIR	REMAIN
485	MAPLE	18"	GOOD	REMAIN	582	ASH	20"	POOR	REMOVE	682	PINE	18"	GOOD	REMOVE	789	DECIDUOUS	22"	POOR	REMAIN
486	PINE	28"	FAIR	REMOVE	583	LOCUST	30"	FAIR	REMOVE	683	DECIDUOUS	8"	FAIR	REMAIN	790	OAK	24"	GOOD	REMAIN
487	PINE	8"	DEAD	REMOVE	584	ASH	16"	FAIR	REMOVE	684	ASH	8"	POOR	REMAIN	791	OAK	20"	GOOD	REMAIN
488	PINE	16"	FAIR	REMOVE	585	LOCUST	14"	FAIR	REMOVE	685	TREE OF HEAVEN	16"	GOOD	REMAIN	792	OAK	20"	FAIR	REMAIN
489	LOCUST	26"	POOR	REMAIN	586	BIRCHERRY	12"	POOR	REMOVE	690	MAPLE	10"	FAIR	REMAIN	793	DECIDUOUS	12"	DEAD	REMOVE
490	PINE	16"	FAIR	REMOVE	587	LOCUST	10"	FAIR	REMOVE	691	CEDAR	16"	FAIR	REMOVE	794	DECIDUOUS	8"	POOR	REMOVE
491	ASH	14"	POOR	REMOVE	588	BIRCHERRY	26"	POOR	REMOVE	692	PINE	16"	FAIR	REMOVE	795	DECIDUOUS	10"	POOR	REMOVE
492	CHERRY	12"	POOR	REMOVE	589	TREE OF HEAVEN	20"	GOOD	REMOVE	693	CEDAR	14" MU	FAIR	REMAIN	796	DECIDUOUS	10"	DEAD	REMOVE
493	ASH	12"	POOR	REMOVE	591	PINE	16"	POOR	REMOVE	697	ASH	16"	DEAD	REMOVE	797	DECIDUOUS	12" 10"	POOR	REMOVE
494	CHERRY	10"	POOR	REMOVE	592	MAPLE	30"	GOOD	REMOVE	698	WILLOW	50"	POOR	REMOVE	798	DECIDUOUS	10"	POOR	REMOVE
495	CHERRY	10"	POOR	REMOVE	593	CHERRY	14"	POOR	REMOVE	699	BIRCHERRY	16"	POOR	REMOVE	799	OAK	12"	GOOD	REMOVE
496	CHERRY	8"	FAIR	REMOVE	594	OAK	28"	FAIR	REMOVE										
497	LOCUST	14"	POOR	REMOVE	595	CHERRY	12"	POOR	REMOVE										
498	ELM	16"	GOOD	REMAIN	596	CHERRY	8"	GOOD	REMOVE										
499	MAPLE	10" TW	GOOD	REMAIN	598	ASH	18"	POOR	REMOVE										
					599	WALNUT	16"	FAIR	REMAIN										

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No.	Revision	Date	By
1.	REVISED PER PLANNING BOARD COMMENTS	01/20/2023	BMS

Previous Editions Obsolete

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TREE PROTECTION TABLE (PART B)

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113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

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Drawn:	BMS
Approved:	AG
Scale:	--
Date:	09/21/2022
Project No:	15072
1921-782	C-154
TREE.scr	

Drawing No:
C–154

TREE TABLE - PART C

1,091 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
802	SPRUCE	18"	GOOD	REMOVE	900	MAPLE	12''	GOOD	REMOVE	997	OAK	28''	GOOD	REMOVE	1093	PINE	14''	GOOD	REMOVE
803	MAPLE	8″	GOOD	REMOVE	901	PINE	8''	GOOD	REMOVE	998	HICKORY	12''	GOOD	REMOVE	1094	PINE	14''	GOOD	REMOVE
804	MAPLE	10″	GOOD	REMOVE	902	MAPLE	12''	GOOD	REMOVE	999	OAK	16''	GOOD	REMOVE	1095	PINE	12''	GOOD	REMOVE
805	CEDAR	14''	GOOD	REMOVE	903	SPRUCE	8''	GOOD	REMOVE	1000	HEMLOCK	8″	GOOD	REMOVE	1096	PINE	18''	GOOD	REMOVE
806	PINE	10''	GOOD	REMOVE	904	MAPLE	8''	GOOD	REMOVE	1001	HEMLOCK	10''	GOOD	REMOVE	1097	SPRUCE	8''	GOOD	REMOVE
807	MAPLE	8''	GOOD	REMOVE	905	SPRUCE	8''	GOOD	REMOVE	1002	OAK	28''	GOOD	REMOVE	1098	SPRUCE	8''	GOOD	REMOVE
808	OAK	36''	GOOD	REMOVE	906	SPRUCE	14''	GOOD	REMOVE	1003	OAK	26" 24"	GOOD	REMOVE	1099	SPRUCE	16''	GOOD	REMOVE
809	OAK	28''	GOOD	REMOVE	907	SPRUCE	10''	GOOD	REMOVE	1004	BIRCHERRY	14''	GOOD	REMAIN	1100	SPRUCE	12''	GOOD	REMAIN
810	PINE	28''	GOOD	REMOVE	908	SPRUCE	8''	GOOD	REMOVE	1005	OAK	26''	GOOD	REMAIN	1101	SPRUCE	12''	GOOD	REMOVE
811	MAPLE	26''	GOOD	REMOVE	909	MAPLE	16" 24"	GOOD	REMOVE	1006	OAK	12''	GOOD	REMAIN	1102	SPRUCE	12''	GOOD	REMAIN
812	TU	30''	GOOD	REMOVE	910	MAPLE	8" 12"	GOOD	REMOVE	1007	OAK	26''	GOOD	REMAIN	1103	OAK	12''	GOOD	REMAIN
813	SASSAFRAS	8''	GOOD	REMOVE	911	MAPLE	8''	GOOD	REMOVE	1008	BIRCHERRY	8''	GOOD	REMAIN	1104	SPRUCE	12''	GOOD	REMOVE
814	MAPLE	28''	GOOD	REMOVE	912	PINE	12''	GOOD	REMOVE	1009	MAPLE	16''	GOOD	REMAIN	1105	SPRUCE	8''	GOOD	REMOVE
815	DOGWOOD	8''	GOOD	REMOVE	913	PINE	8''	GOOD	REMOVE	1010	BIRCHERRY	8''	GOOD	REMAIN	1106	SPRUCE	12''	GOOD	REMAIN
816	HEMLOCK	28''	GOOD	REMOVE	914	PINE	12''	GOOD	REMOVE	1011	BIRCHERRY	16''	GOOD	REMOVE	1107	SPRUCE	10''	GOOD	REMAIN
817	HEMLOCK	16''	GOOD	REMOVE	915	TREE OF HEAVEN	16''	GOOD	REMOVE	1012	HICKORY	8''	GOOD	REMAIN	1108	SPRUCE	8''	GOOD	REMOVE
818	HEMLOCK	16''	GOOD	REMOVE	916	PINE	10''	GOOD	REMOVE	1013	OAK	30''	GOOD	REMAIN	1109	SPRUCE	12''	GOOD	REMAIN
819	HO	10''	GOOD	REMOVE	917	PINE	8''	GOOD	REMOVE	1014	OAK	24''	GOOD	REMOVE	1110	MAPLE	10''	GOOD	REMAIN
820	HEMLOCK	18''	GOOD	REMOVE	918	PINE	8''	GOOD	REMOVE	1015	OAK	22''	GOOD	REMOVE	1111	SPRUCE	12''	GOOD	REMAIN
821	HEMLOCK	14''	GOOD	REMOVE	919	PINE	8''	GOOD	REMOVE	1016	CHERRY	8''	FAIR	REMOVE	1112	FIR	10''	GOOD	REMAIN
822	HEMLOCK	18''	GOOD	REMOVE	920	SPRUCE	8''	GOOD	REMOVE	1017	OAK	16''	GOOD	REMOVE	1113	FIR	10''	GOOD	REMOVE
823	OAK	26''	GOOD	REMOVE	921	SPRUCE	10''	GOOD	REMOVE	1018	MAPLE	8''	GOOD	REMOVE	1114	SPRUCE	8''	GOOD	REMAIN
824	HEMLOCK	10''	GOOD	REMOVE	922	SPRUCE	8''	GOOD	REMOVE	1019	MAPLE	8''	GOOD	REMAIN	1115	PINE	8''	GOOD	REMAIN
825	OAK	30''	GOOD	REMOVE	923	SPRUCE	12''	GOOD	REMOVE	1020	MAPLE	8" MU	GOOD	REMAIN	1116	SPRUCE	12''	GOOD	REMAIN
826	OAK	30''	GOOD	REMOVE	924	SPRUCE	8''	GOOD	REMOVE	1021	MAPLE	14''	GOOD	REMAIN	1117	FIR	12''	GOOD	REMAIN
827	OAK	36''	GOOD	REMOVE	925	SPRUCE	12''	GOOD	REMOVE	1022	MAPLE	8''	GOOD	REMAIN	1118	SPRUCE	8''	GOOD	REMAIN
828	OAK	34''	GOOD	REMOVE	926	SPRUCE	12''	GOOD	REMOVE	1023	OAK	34''	GOOD	REMAIN	1119	SPRUCE	8''	GOOD	REMAIN
829	HEMLOCK	8''	GOOD	REMOVE	927	PINE	14''	GOOD	REMOVE	1024	CHERRY	8''	FAIR	REMOVE	1120	SPRUCE	8''	GOOD	REMAIN
830	OAK	28''	GOOD	REMOVE	928	PINE	8''	GOOD	REMOVE	1025	BIRCHERRY	18''	GOOD	REMAIN	1121	OAK	16''	GOOD	REMAIN
831	HO	8''	GOOD	REMOVE	929	PINE	12''	GOOD	REMOVE	1026	OAK	22''	GOOD	REMOVE	1122	OAK	16''	GOOD	REMOVE
832	OAK	24''	GOOD	REMOVE	930	PINE	12''	GOOD	REMOVE	1027	OAK	18''	GOOD	REMOVE	1123	PINE	12''	GOOD	REMAIN
833	OAK	20''	GOOD	REMOVE	931	PINE	10''	GOOD	REMOVE	1028	MAPLE	12''	GOOD	REMOVE	1124	PINE	12''	GOOD	REMOVE
834	MAPLE	8''	GOOD	REMOVE	932	TREE OF HEAVEN	10" 12"	FAIR	REMOVE	1029	OAK	34''	GOOD	REMOVE	1125	PINE	10''	GOOD	REMOVE
835	OAK	32''	GOOD	REMOVE	933	TREE OF HEAVEN	8" 18"	FAIR	REMOVE	1030	MAPLE	12''	GOOD	REMOVE	1126	PINE	10''	GOOD	REMAIN
836	DOGWOOD	8''	GOOD	REMOVE	934	TREE OF HEAVEN	8''	FAIR	REMOVE	1031	MAPLE	12''	GOOD	REMOVE	1127	PINE	8''	GOOD	REMAIN
837	OAK	36''	GOOD	REMOVE	935	TREE OF HEAVEN	16''	FAIR	REMOVE	1032	MAPLE	14''	GOOD	REMOVE	1128	PINE	10''	GOOD	REMAIN
838	OAK	22''	GOOD	REMAIN	936	TREE OF HEAVEN	12''	FAIR	REMAIN	1033	HICKORY	10''	GOOD	REMOVE	1129	PINE	12''	GOOD	REMAIN
839	MAPLE	8''	GOOD	REMAIN	937	MAPLE	8''	GOOD	REMAIN	1034	BIRCHERRY	10''	GOOD	REMAIN	1130	PINE	12''	GOOD	REMAIN
840	MAPLE	12''	GOOD	REMOVE	938	MAPLE	8''	GOOD	REMAIN	1035	HICKORY	24''	GOOD	REMAIN	1131	PINE	14''	GOOD	REMAIN
841	MAPLE	10''	GOOD	REMOVE	939	OAK	14''	GOOD	REMAIN	1036	MAPLE	8''	GOOD	REMOVE	1132	DOGWOOD	8''	GOOD	REMAIN
842	CHERRY	8''	FAIR	REMOVE	940	OAK	28''	GOOD	REMAIN	1037	OAK	24''	GOOD	REMOVE	1133	SASSAFRAS	8" MU	GOOD	REMAIN
843	CHERRY	8''	FAIR	REMOVE	941	MAPLE	8''	GOOD	REMAIN	1038	OAK	28''	GOOD	REMOVE	1134	DOGWOOD	8''	GOOD	REMAIN
844	DOGWOOD	12''	GOOD	REMOVE	942	OAK	28''	GOOD	REMAIN	1039	BEECH	8''	GOOD	REMAIN	1135	OAK	18''	GOOD	REMAIN
845	MAPLE	10''	GOOD	REMOVE	943	MAPLE	26''	GOOD	REMAIN	1040	BIRCHERRY	24''	GOOD	REMAIN	1136	PINE	8''	GOOD	REMAIN
846	HEMLOCK	20''	GOOD	REMOVE	944	OAK	38''	GOOD	REMOVE	1041	OAK	30''	GOOD	REMAIN	1137	PINE	10''	GOOD	REMAIN
847	MAPLE	16''	GOOD	REMAIN	945	OAK	20''	GOOD	REMOVE	1042	MAPLE	8''	GOOD	REMAIN	1138	HEMLOCK	8''	GOOD	REMAIN
848	MAGNOLIA	16''	GOOD	REMOVE	946	MAPLE	24''	GOOD	REMOVE	1043	MAPLE	14''	GOOD	REMOVE	1139	SPRUCE	10''	GOOD	REMAIN
849	HEMLOCK	20''	GOOD	REMAIN	947	MAPLE	8''	GOOD	REMOVE	1044	MAPLE	8 TW	GOOD	REMAIN	1140	SPRUCE	8''	GOOD	REMAIN
850	LOCUST	20''	POOR	REMOVE	948	HICKORY	22''	GOOD	REMOVE	1045	MAPLE	8''	GOOD	REMAIN	1141	SPRUCE	10''	GOOD	REMAIN
851	MAPLE	14''	GOOD	REMAIN	949	BIRCH	8''	GOOD	REMOVE	1046	FIR	12''	GOOD	REMAIN	1142	SPRUCE	8''	GOOD	REMAIN
852	MAPLE	26''	GOOD	REMOVE	950	OAK	36''	GOOD	REMOVE	1047	MAGNOLIA	14" MU	GOOD	REMOVE	1143	SPRUCE	8''	GOOD	REMAIN
853	HO	8''	FAIR	REMOVE	951	OAK	24''	GOOD	REMOVE	1048	PINE	14''	GOOD	REMOVE	1144	SPRUCE	12''	GOOD	REMAIN
854	MAPLE	16''	GOOD	REMAIN	952	OAK	20''	GOOD	REMOVE	1049	PINE	16''	GOOD	REMOVE	1145	SPRUCE	8''	GOOD	REMAIN
856	MAPLE	16''	GOOD	REMOVE	953	MAPLE	8''	GOOD	REMOVE	1050	PINE	8''	GOOD	REMOVE	1146	SPRUCE	8''	GOOD	REMAIN
857	DECIDUOUS	12''	GOOD	REMOVE	954	MAPLE	8''	GOOD	REMAIN	1051	PINE	8''	GOOD	REMAIN	1147	SPRUCE	10''	GOOD	REMAIN
858	DECIDUOUS	10''	GOOD	REMOVE	955	OAK	20''	GOOD	REMOVE	1052	PINE	8''	GOOD	REMAIN	1148	SPRUCE	8''	GOOD	REMAIN
859	TREE OF HEAVEN	8''	FAIR	REMOVE	956	MAPLE	8''	GOOD	REMOVE	1053	SPRUCE	12''	GOOD	REMAIN	1149	SPRUCE	10''	GOOD	REMAIN
860	TREE OF HEAVEN	14''	FAIR	REMOVE	957	OAK	34''	GOOD	REMOVE	1054	SPRUCE	8''	GOOD	REMAIN	1150	SPRUCE	12''	GOOD	REMAIN
861	MAPLE	8''	GOOD	REMOVE	958	MAPLE	8''	GOOD	REMOVE	1055	SPRUCE	8''	GOOD	REMAIN	1151	SPRUCE	8''	GOOD	REMOVE
862	ASH	10''	POOR	REMOVE	960	MAPLE	8''	GOOD	REMOVE	1056	SPRUCE	8''	GOOD	REMAIN					
863	SYCAMORE	36''	GOOD	REMOVE	961	BIRCH	10''	GOOD	REMOVE	1057	MAPLE	14''	GOOD	REMAIN					
864	MAPLE	12''	GOOD	REMOVE	962	OAK	34''	GOOD	REMOVE	1058	SPRUCE	10''	GOOD	REMAIN					
865	LOCUST	28''	GOOD	REMOVE	963	BIRCH	14''	GOOD	REMAIN	1059	SPRUCE	8''	GOOD	REMAIN					
866	LOCUST	24''	GOOD	REMOVE	964	MAPLE	8''	GOOD	REMAIN	1060	MAPLE	14''	GOOD	REMAIN					
867	TREE OF HEAVEN	12''	FAIR	REMOVE	965	BIRCH	8''	GOOD	REMOVE	1061	SPRUCE	16''	GOOD	REMAIN					
868	MAPLE	16''	GOOD	REMOVE	966	MAPLE	8''	GOOD	REMOVE	1062	SPRUCE	16''	GOOD	REMAIN					
869	CHERRY	20''	FAIR	REMOVE	967	MAPLE	8''	GOOD	REMOVE	1063	SPRUCE	12''	GOOD	REMAIN					
870	MAPLE	24''	GOOD	REMOVE	968	OAK	20''	GOOD	REMAIN	1064	SPRUCE	12''	GOOD	REMOVE					
871	CHERRY	16''	FAIR	REMOVE	969	OAK	28''	GOOD	REMAIN	1065	SPRUCE	10''	GOOD	REMAIN					
872	MAPLE	26''	GOOD	REMOVE	970	HICKORY	8''	GOOD	REMAIN	1066	SPRUCE	12''	GOOD	REMOVE					
873	MAPLE	14''	GOOD	REMOVE	971	MAPLE	12''	GOOD	REMAIN	1067	SPRUCE	16''	GOOD	REMAIN					
874	ASH	12''	FAIR	REMOVE	972	OAK	16''	GOOD	REMAIN	1068	MAPLE	8''	GOOD	REMOVE					
875	MAPLE	22''	GOOD	REMOVE	973	OAK	22''	GOOD	REMAIN	1069	LOCUST	8" TW	GOOD	REMAIN					
876	CHERRY	16''	FAIR	REMOVE	974	BIRCH	8''	GOOD	REMAIN	1070	SPRUCE	12''	GOOD	REMAIN					
877	MULBERRY	8''	GOOD	REMOVE	975	MAPLE	8''	GOOD	REMAIN	1071	SPRUCE	12''	GOOD	REMAIN					
878	MAPLE	16''	GOOD	REMOVE	976	DOGWOOD	8''	GOOD	REMOVE	1072	SPRUCE	14''	GOOD	REMAIN					
879	MAPLE	16''	GOOD	REMOVE	977	HICKORY	8''	GOOD	REMAIN	1073	MAPLE	14''	GOOD	REMAIN					
880	ASH	18''	FAIR	REMOVE	978	CH	8''	FAIR	REMAIN	1074	PINE	14''	GOOD	REMOVE					
881	ASH	14''	FAIR	REMOVE	979	CD	8''	GOOD	REMAIN	1075	PINE	16''	GOOD	REMOVE					
883	SPRUCE	8''	GOOD	REMOVE	980	MAPLE	12''	GOOD	REMOVE	1076	CEDAR	10" TW	GOOD	REMOVE					
884	SPRUCE	8''	GOOD	REMOVE	981	MAPLE	16''	GOOD	REMAIN	1077	PINE	8''	GOOD	REMOVE					
885	SPRUCE	8''	GOOD	REMOVE	982	MAPLE	8''	GOOD	REMAIN	1078	PINE	16''	GOOD	REMOVE					
886	SPRUCE	8''	GOOD	REMOVE	983	BIRCH	14''	GOOD	REMAIN	1079	MAPLE	12''	GOOD	REMOVE					
887	PINE	12''	GOOD	REMOVE	984	MAPLE	24''	GOOD	REMAIN	1080	SPRUCE	8''	GOOD	REMOVE					
888	PINE	8''	GOOD	REMOVE	985	OAK	12''	GOOD	REMAIN	1081	SPRUCE	8''	GOOD	REMOVE					
889	SYCAMORE	10''	GOOD	REMOVE	986	TREE OF HEAVEN	8''	FAIR	REMOVE	1082	SPRUCE	8''	GOOD	REMOVE					
890	SYCAMORE	8''	GOOD	REMOVE	987	BEECH	10''	GOOD	REMOVE	1083	SPRUCE	8''	GOOD	REMOVE					
891	SYCAMORE	10''	GOOD	REMOVE	988	MAPLE	18''	GOOD	REMOVE	1084	SPRUCE	10''	GOOD	REMOVE					
892	PINE	10''	GOOD	REMOVE	989	MAPLE	8''	GOOD	REMOVE	1085	SPRUCE	12''	GOOD	REMOVE					
893	PINE	8''	GOOD	REMOVE	990	MAPLE	8''	GOOD	REMOVE	1086	MAPLE	12''	GOOD	REMOVE					
894	PINE	12''	GOOD	REMOVE	991	OAK	28''	GOOD	REMOVE	1087	MAPLE	12''	GOOD	REMOVE					
895	LOCUST	14''	GOOD	REMOVE	992	OAK	30''	GOOD	REMOVE	1088	PINE	22''	GOOD	REMOVE					
896	PINE	8''	GOOD	REMOVE	993	MAPLE	10''	GOOD	REMOVE	1089	HEMLOCK	14''	GOOD	REMOVE					
897	PINE	8''	GOOD	REMOVE	994	HICKORY	12''	GOOD	REMAIN	1090	HEMLOCK	8''	GOOD	REMOVE					
898	PINE	8''	GOOD	REMOVE	995	HICKORY	28''	GOOD	REMOVE	1091	HEMLOCK	12''	GOOD	REMOVE					
899	PINE	8''	GOOD	REMOVE	996	OAK	24''	GOOD	REMOVE	1092	OAK	14''	GOOD	REMOVE					

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No.	Revision	Date	By
1.	REVISED PER PLANNING BOARD COMMENTS	01/20/2023	BMS

Previous Editions Obsolete

APPLICANT/OWNER:

AIRPORT CAMPUS I–V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
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TREE PROTECTION TABLE (PART C)

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn:	BMS	Approved:	AG
Scale:	–		
Date:	09/21/2022		
Project No:	15072		
1007-TREE	C-155	TREE.wor	

Drawing No:
C–155



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING WETLAND BUFFER
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING
- EXISTING PAVEMENT EDGE / CURB LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING SPOT GRADE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED FINISHED GRADE
- PROPOSED SPOT GRADE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TYPE C DRAIN INLET
- PROPOSED TYPE DI DRAIN INLET
- PROPOSED TYPE LI DRAIN LAWN INLET
- PROPOSED HEADWALL
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED BYPASS MANHOLE
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED HYDRANT
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED LIGHTING STANDARD (DESIGN BY OTHERS)
- TEST PIT/BORING LOCATION AND DESIGNATION
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED DITCH OR SWALE
- PROPOSED RIP-RAP

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBA INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005.
2. GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION", DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
3. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
4. ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
5. EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DIVERT WATER ONTO THE PROPERTY OF OTHERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
6. CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

Previous Editions Obsolete

APPLICANT/OWNER:

AIRPORT CAMPUS I-V LLC

40 WESTCHESTER AVENUE
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voice 914.273.5225 - fax 914.273.2102
www.jmcplic.com

JMC

PRELIMINARY GRADING PLAN

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

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Drawn:	BMS
Approved:	AG
Scale:	1" = 40'
Date:	09/21/2022
Project No:	15072
15072-GRADING	C-201	GRAD.dwf
Drawing No:	C-201

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NOT FOR CONSTRUCTION

MATCHLINE

MATCHLINE

PROPOSED STORMWATER INFILTRATION BASIN IB-2B-2

PROPOSED STORMWATER DETENTION BASIN DB-2B-2

PROPOSED RETENTION AREA BF-1C

100' WETLAND SETBACK (ADJACENT AREA)

WETLANDS

DRAINAGE SWALE

POOL

CLUBHOUSE FFE 444.65

WELL #1

WELL #2

WELL #3

WELL #4

WELL #5

WELL #6

WELL #7

WELL #8

EXISTING SEWAGE PUMP STATION

PROPOSED LIMIT OF DISTURBANCE (4.28 ACRES)

KING STREET (ROUTE 120)

COONEY HILL ROAD

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING WETLAND BUFFER
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING
- EXISTING PAVEMENT EDGE / CURB LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING SPOT GRADE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED FINISHED GRADE
- PROPOSED SPOT GRADE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TYPE C DRAIN INLET
- PROPOSED TYPE DI DRAIN INLET
- PROPOSED TYPE LI DRAIN LAWN INLET
- PROPOSED HEADWALL
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED BYPASS MANHOLE
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED HYDRANT
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED LIGHTING STANDARD (DESIGN BY OTHERS)
- TEST PIT/BORING LOCATION AND DESIGNATION
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED DITCH OR SWALE
- PROPOSED RIP-RAP

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09/30/2005.
2. GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION", DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
3. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
4. ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
5. EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DIVERT WATER ONTO THE PROPERTY OF OTHERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
6. CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

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NOT FOR CONSTRUCTION



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE AND DELINEATION
- WETLAND BUFFER
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE/CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING STORM DRAIN LINE AND SIZE
- EXISTING SANITARY LINE AND SIZE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD WIRES
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- PROPOSED CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TYPE C DRAIN INLET
- PROPOSED TYPE D DRAIN INLET
- PROPOSED TYPE LI DRAIN LAWN INLET
- PROPOSED HEADWALL
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED CLEANOUT
- PROPOSED HYDRANT
- PROPOSED STORM DRAIN LINE & SIZE
- PROPOSED SANITARY SEWER LINE & SIZE
- PROPOSED WATER LINE
- PROPOSED WATER VALVE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.
2. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
3. UNLESS OTHERWISE SPECIFIED, PIPE FOR STORM DRAINS SHALL BE HIGH DENSITY POLYETHYLENE PIPE (HDPE) WITH A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS IN ACCORDANCE WITH ASTM F-2648. JOINTS SHALL BE WATERTIGHT IN ACCORDANCE WITH ASTM D-3212.
4. UNLESS OTHERWISE SPECIFIED, PIPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYVINYL CHLORIDE PIPE (PVCP), SDR-35, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
5. UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER LINES SHALL BE DOUBLE CEMENT-LINED DUCTILE IRON PIPE (DIP), CLASS 56, WITH PUSH ON JOINTS IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
6. ELECTRIC, TELEPHONE, FIRE ALARM AND CABLE TELEVISION LINES SHALL BE INSTALLED UNDERGROUND IN CONDUIT IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

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PRELIMINARY UTILITIES PLAN

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GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

LEGEND

Symbol	Description
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
WLF-63 WLF-64 WLF-65	EXISTING WETLAND LINE AND DELINEATION
	WETLAND BUFFER
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE/CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING FENCE
36" RCP	EXISTING STORM DRAIN LINE AND SIZE
8" SAN	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
OHW	EXISTING OVERHEAD WIRES
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
GV	EXISTING GAS VALVE
WV	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	EXISTING BUILDING TO REMAIN
	PROPOSED BUILDING
	PROPOSED CONCRETE CURB
	PROPOSED CONCRETE SIDEWALK
SMH	PROPOSED SANITARY SEWER MANHOLE
DMH	PROPOSED STORM DRAIN MANHOLE
CI	PROPOSED TYPE CI DRAIN INLET
DI	PROPOSED TYPE DI DRAIN INLET
LI	PROPOSED TYPE LI DRAIN LAWN INLET
HW	PROPOSED HEADWALL
WQS	PROPOSED WATER QUALITY STRUCTURE
OCS	PROPOSED OUTLET CONTROL STRUCTURE
CO	PROPOSED CLEANOUT
	PROPOSED HYDRANT
15" HDPE	PROPOSED STORM DRAIN LINE & SIZE
8" PVC	PROPOSED SANITARY SEWER LINE & SIZE
	PROPOSED WATER LINE
	PROPOSED WATER VALVE
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)

NOTES:

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C-302



TABLE OF SOIL RESTORATION REQUIREMENTS			
TYPE OF SOIL DISTURBANCE	SOIL RESTORATION REQUIREMENTS		COMMENTS/EXAMPLES
NO SOIL DISTURBANCE	RESTORATION NOT PERMITTED		PRESERVATION OF NATURAL FEATURES
MINIMAL SOIL DISTURBANCE	RESTORATION NOT REQUIRED		CLEARING AND GRUBBING
AREAS WHERE TOPSOIL IS STRIPPED ONLY (NO CHANGE IN GRADE)	HSG A&B	HSG C&D	PROTECT AREA FROM ANY ONGOING CONSTRUCTION ACTIVITIES
	APPLY 6 INCHES OF TOPSOIL	AERATE AND APPLY 6 INCHES OF TOPSOIL	
AREAS OF CUT OR FILL	HSG A&B	HSG C&D	CLEARING AND GRUBBING
	AERATE AND APPLY 6 INCHES OF TOPSOIL	APPLY FULL SOIL RESTORATION	
HEAVY TRAFFIC AREAS ON SITE (ESPECIALLY IN A ZONE 5 TO 25 FEET AROUND BUILDINGS BUT NOT WITHIN A 5 FOOT PERIMETER AROUND FOUNDATION WALLS)	APPLY FULL SOIL RESTORATION (DECOMPACTION AND COMPOST ENHANCEMENT)		
AREAS WHERE RUNNOFF REDUCTION AND/OR INFILTRATION PRACTICES ARE APPLIED	RESTORATION NOT REQUIRED, BUT MAY BE APPLIED TO ENHANCE THE REDUCTION SPECIFIED FOR APPROPRIATE PRACTICES		KEEP CONSTRUCTION EQUIPMENT FROM CROSSING THESE AREAS (TO PROTECT NEWLY INSTALLED PRACTICE FROM ANY ONGOING CONSTRUCTION ACTIVITIES CONSTRUCT A SINGLE PHASE OPERATION FENCE AREA)
REDEVELOPMENT PROJECTS	SOIL RESTORATION IS REQUIRED ON REDEVELOPMENT PROJECTS IN AREAS WHERE EXISTING IMPERVIOUS AREAS WILL BE COVERED TO PERVIOUS AREA		

TABLE OF SOIL RESTORATION REQUIREMENTS NOTES:

1. AERATION INCLUDES THE USE OF MACHINES SUCH AS TRACTOR-DRAWN IMPLEMENTS WITH COULTER MAKING A NARROW SLIT IN THE SOIL, A ROLLER WITH MANY SPIKES MAKING INDENTATIONS IN THE SOIL, OR PRONGS WHICH FUNCTION LIKE A MINI-SUBSOILER.
2. PER "DEEP RIPPING AND DE-COMPACTION, NYSDEC 2008."

LEGEND

- PROPOSED INLET PROTECTION
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE
- PROPOSED STONE CHECK DAM
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED STOCKPILE AREA
- PROPOSED TEMPORARY SWALE
- PROPOSED TEMPORARY SEDIMENT BASIN/TRAP
- TEMPORARY RISER & ANTI-VORTEX DEVICE
- W — CONCRETE TRUCK WASHOUT

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MIRA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, LAST REVISED 09/30/2005.
2. THE LIMIT OF DISTURBANCE SHALL BE STAKED IN THE FIELD PRIOR TO CONSTRUCTION.
3. THIS PLAN IS FOR TEMPORARY EROSION AND SEDIMENT CONTROL INFORMATION ONLY.
4. PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EXCAVATION, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE PLANS AND SPECIFICATIONS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED. FINAL STABILIZATION OF LANDSCAPED AREAS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE PLAN.
5. THE CONTRACTOR SHALL INSPECT AND MAINTAIN ON-SITE EROSION AND SEDIMENT CONTROL MEASURES ON A DAILY BASIS. ALL COLLECTED SEDIMENT WITHIN SEDIMENT BARRIERS SHALL BE REMOVED PERIODICALLY AS REQUIRED TO MAINTAIN THE FUNCTION OF THE SEDIMENT BARRIERS. ALL SEDIMENT COLLECTED SHALL BE RESPREAD ON-SITE WITHIN STABILIZED AREAS AS DIRECTED BY THE OWNERS REPRESENTATIVE.
6. THE CONTRACTOR SHALL INSPECT DOWNSTREAM CONDITIONS FOR EVIDENCE OF SEDIMENTATION ON A WEEKLY BASIS, AFTER EACH RAINSTORM, AND AS MAY BE REQUIRED OR DIRECTED BY ALL APPLICABLE APPROVALS AND PERMITS. THE CONTRACTOR SHALL IMMEDIATELY PROVIDE A WRITTEN REPORT ON FINDINGS OF SEDIMENT IN DOWNSTREAM AREAS TO ALL AUTHORITIES HAVING JURISDICTION AND MAKE REPAIRS AS REQUIRED OR DIRECTED.
7. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED BY THE CONTRACTOR AS REQUIRED/WARRANTED BY FIELD CONDITIONS AND AS DIRECTED BY THE OWNERS REPRESENTATIVE, AHC, AND/OR ANY AUTHORITY HAVING JURISDICTION.
8. STOCKPILING OF CONSTRUCTION MATERIAL SHALL BE PLACED ON-SITE IN THE AREA DESIGNATED ON THIS PLAN OR AS APPROVED BY THE OWNERS REPRESENTATIVE. STOCKPILED EXCAVATED MATERIAL SHALL HAVE TWO ROWS OF SILT FENCE LOCATED AROUND ITS PERIMETER. ALL STOCKPILED MATERIAL SHALL BE MAINTAINED IN AN ORDERLY MANNER SO AS NOT TO IMPEDE ON PEDESTRIAN AND/OR VEHICULAR TRAFFIC CIRCULATION ROUTES.
9. DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS AS NECESSARY, OR AS DIRECTED BY THE OWNERS REPRESENTATIVE.
10. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
11. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN 7 CALENDAR DAYS, SHALL BE TEMPORARILY SEEDED WITHIN 24 HOURS OF DISTURBANCE, IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) "DROSION AND SEDIMENT CONTROL GUIDELINES" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:
    - A. SEED MIXTURE AND RATE OF APPLICATION:
        - A.1. IN SPRING, SUMMER OR EARLY FALL, SEED THE AREA WITH RYEGRASS (ANNUAL OR PERENNIAL) AT 30 POUNDS PER ACRES (APPROXIMATELY 0.7 POUNDS/1000 SQUARE FEET OR USE 1 POUND/1000 SQUARE FEET).
        - A.2. IN LATE FALL OR EARLY WINTER, SEED THE AREA WITH CERTIFIED 'AROOSTOCK' WINTER RYE (CEREAL RYE) AT 100 POUNDS PER ACRE (2.5 POUNDS/1000 SQUARE FEET).
    - B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
    - C. MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
12. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN A PERIOD OF 2-6 MONTHS OR NOT SCHEDULED FOR PERMANENT SEED WITHIN 60 CALENDAR DAYS, SHALL BE TEMPORARILY SEEDED WITHIN 24 HOURS OF DISTURBANCE, IN ACCORDANCE WITH THE NEW JERSEY STATE DEPARTMENT OF AGRICULTURE — STATE SOIL CONSERVATION COMMITTEE PUBLICATION "THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:
    - A. FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO TABLE 7-2 "TEMPORARY VEGETATIVE STABILIZATION GRASSES, SEEDING RATES, DATES AND DEPTH."
    - B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
    - C. MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
13. TEMPORARY SEED MIXTURES SHALL NOT BE PLACED ON AREAS WHERE FINAL GRADE HAS BEEN ESTABLISHED AND TOPSOIL HAS BEEN PLACED UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.
14. VEGETATIVE WASTE TO BE CHIPPED AND REMOVED OFF-SITE OR SPREAD ON-SITE AS AN INTERM STABILIZATION METHOD.

PHASE 1 – SEQUENCE OF CONSTRUCTION

CONSTRUCTION SHALL BE SEQUENCED IN SUCH A MANNER THAT ANY AREA WHICH IS DISTURBED SHALL FIRST BE PROTECTED WITH SEDIMENT EROSION CONTROLS AS INDICATED ON THIS PLAN. THE SEQUENCE OF CONSTRUCTION IS AS FOLLOWS:

1. PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE TOWN OF NORTH CASTLE AND NYCDEP.
2. ESTABLISH STABILIZED CONSTRUCTION ACCESS AND STAGING AREAS.
3. STAKE OUT LIMITS OF THE PROPOSED STORMWATER INFILTRATION BASIN WITH ORANGE CONSTRUCTION FENCE.
4. INSTALL SILT FENCE, INLET PROTECTION AND TREE PROTECTION FENCE AS SHOWN ON PLANS.
5. CLEAR AND GRUB FOR STORMWATER INFILTRATION BASIN AND DETENTION BASIN. STRIP AND STOCKPILE SOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
6. BEGIN EXCAVATION OF STORMWATER INFILTRATION BASIN AND DETENTION BASIN. DETENTION BASIN TO BE USED AS TEMPORARY SEDIMENT BASIN.
7. INSTALL OUTLET CONTROL STRUCTURE, TEMPORARY RISER AND ANTI-VORTEX DEVICE AND EMERGENCY SPILLWAY.
8. ESTABLISH TEMPORARY DIVERSION DITCHES PRIOR TO ANY OTHER CLEARING OR GRADING.
9. CLEAR AREAS TO BE DEVELOPED. STRIP TOPSOIL. STOCKPILE WHERE INDICATED ON PLAN AND COVER WITH SEED AND MULCH.
10. ROUGH GRADE THE SITE AND ESTABLISH SWALES WITH CHECK DAMS.
11. BEGIN BUILDING AND ROADWAY CONSTRUCTION.
12. INSTALL STORM STRUCTURES AND ASSOCIATED STORM SYSTEM PIPING COMPLETE. IMMEDIATELY INSTALL INLET PROTECTION. PLUG INLET TO INFILTRATION BASIN UNTIL CONTRIBUTING DRAINAGE AREA IS STABILIZED
13. INSTALL REMAINING UTILITIES.
14. INSTALL CURBING AND WALKWAYS.
15. INSTALL PAVEMENT SUBBASE AND BINDER COURSE.
16. REDISTRIBUTE TOPSOIL, INSTALL LANDSCAPING, STABILIZED TURF AND PERMANENT GROUND COVERS.
17. THE CONTRIBUTING DRAINAGE AREA SHALL BE COMPLETELY STABILIZED PRIOR TO REMOVING THE EROSION CONTROL DEVICES AND CONVERTING THE TEMPORARY SEDIMENT BASIN TO A PERMANENT STORMWATER MANAGEMENT BASIN.
18. CLEAN PAVEMENT AND STORM SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY EROSION AND SEDIMENT AND CONTROLS.
19. INSTALL PAVEMENT TOP COURSE.
20. REMOVE THE SEDIMENT FROM THE TEMPORARY SEDIMENT BASIN AND COMPLETE GRADING AND LANDSCAPING FOR THE PERMANENT STORMWATER INFILTRATION BASIN.

PHASE 2 – SEQUENCE OF CONSTRUCTION

CONSTRUCTION SHALL BE SEQUENCED IN SUCH A MANNER THAT ANY AREA WHICH IS DISTURBED SHALL FIRST BE PROTECTED WITH SEDIMENT EROSION CONTROLS AS INDICATED ON THIS PLAN. THE SEQUENCE OF CONSTRUCTION IS AS FOLLOWS:

1. PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE TOWN OF NORTH CASTLE AND NYCDEP.
2. ESTABLISH STABILIZED CONSTRUCTION ACCESS AND STAGING AREAS.
3. STAKE OUT LIMITS OF THE PROPOSED STORMWATER INFILTRATION AREAS WITH ORANGE CONSTRUCTION FENCE.
4. DEMOLISH NORTHERN OFFICE BUILDING AND EXISTING PARKING STRUCTURE TO FOUNDATION.
5. INSTALL SILT FENCE, INLET PROTECTION AND TREE PROTECTION FENCE AS SHOWN ON PLANS.
6. CLEAR AND GRUB FOR SEDIMENT TRAPS. STRIP AND STOCKPILE SOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
7. EXCAVATE FOR TEMPORARY SEDIMENT TRAPS.
8. ESTABLISH TEMPORARY DIVERSION DITCHES PRIOR TO ANY OTHER CLEARING OR GRADING.
9. CLEAR AREAS TO BE DEVELOPED. STRIP TOPSOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
10. ROUGH GRADE THE SITE AND ESTABLISH SWALES WITH CHECK DAMS.
11. BEGIN BUILDING AND ROAD CONSTRUCTION. SEED AND MULCH ALL DISTURBED SLOPES.
12. INSTALL STORM DRAINAGE SYSTEM. IMMEDIATELY INSTALL INLET PROTECTION. INSTALL THE SUBSURFACE INFILTRATION SYSTEM AND PLUG INLET UNTIL CONTRIBUTING DRAINAGE AREA IS STABILIZED.
13. INSTALL REMAINING UTILITIES.
14. INSTALL CURBING AND WALKWAYS.
15. INSTALL PAVEMENT SUBBASE AND BINDER COURSE FOR ROADS.
16. REDISTRIBUTE TOPSOIL, INSTALL LANDSCAPING, STABILIZED TURF AND PERMANENT GROUND COVERS.
17. THE CONTRIBUTING DRAINAGE AREA SHALL BE COMPLETELY STABILIZED PRIOR TO REMOVING THE EROSION CONTROL DEVICES.
18. CLEAN PAVEMENT AND STORM SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY EROSION AND SEDIMENT AND CONTROLS.
19. INSTALL PAVEMENT TOP COURSE.
20. REMOVE THE SEDIMENT FROM THE TEMPORARY SEDIMENT TRAPS. COMPLETE GRADING AND LANDSCAPING FOR THE PERMANENT STORMWATER MANAGEMENT BASIN AND BIORETENTION AREAS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BMS

Previous Editions Obsolete

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PRELIMINARY EROSION AND SEDIMENT CONTROL PLAN

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Drawn:	BMS	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2022		
Project No:	15072		
15072-EBS	C-401	SE.scr	
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NOT FOR CONSTRUCTION

MATCHLINE

MATCHLINE

PROPOSED SILT FENCE (TYPICAL)

PROPOSED DIVERSION SWALE

PROPOSED SILT FENCE (TYPICAL)

PROPOSED INLET PROTECTION (TYPICAL)

PROPOSED CONCRETE TRUCK WASHOUT

PROPOSED STABILIZED CONSTRUCTION ENTRANCE

PROPOSED SEDIMENT BASIN #1
DRAINAGE AREA = ±12.4 ACRES
SEDIMENT STORAGE = 44,640 CF

100' WETLAND SETBACK (ADJACENT AREA)

PROPOSED STOCKPILE AREA

WETLANDS

POOL

CLUBHOUSE

PROPOSED SILT FENCE (TYPICAL)

PROPOSED DIVERSION SWALE

PROPOSED DIVERSION SWALE

PROPOSED INLET PROTECTION (TYPICAL)

PROPOSED CHECK DAM (TYPICAL)

KING STREET (ROUTE 120)

COONEY HILL ROAD

EXISTING SEWAGE PUMP STATION

DRAINAGE SWALE

TABLE OF SOIL RESTORATION REQUIREMENTS

TYPE OF SOIL DISTURBANCE	SOIL RESTORATION REQUIREMENTS		COMMENTS/EXAMPLES
NO SOIL DISTURBANCE	RESTORATION NOT PERMITTED		PRESERVATION OF NATURAL FEATURES
MINIMAL SOIL DISTURBANCE	RESTORATION NOT REQUIRED		CLEARING AND GRUBBING
AREAS WHERE TOPSOIL IS STRIPPED ONLY (NO CHANGE IN GRADE)	HSG A&B	HSG C&D	PROTECT AREA FROM ANY ONGOING CONSTRUCTION ACTIVITIES
	APPLY 6 INCHES OF TOPSOIL	AERATE AND APPLY 6 INCHES OF TOPSOIL	
AREAS OF CUT OR FILL	HSG A&B	HSG C&D	CLEARING AND GRUBBING
	AERATE AND APPLY 6 INCHES OF TOPSOIL	APPLY FULL SOIL RESTORATION	
HEAVY TRAFFIC AREAS ON SITE (ESPECIALLY IN A ZONE 5 TO 25 FEET AROUND BUILDINGS BUT NOT WITHIN A 5 FOOT PERIMETER AROUND FOUNDATION WALLS)	APPLY FULL SOIL RESTORATION (DECOMPACTION AND COMPOST ENHANCEMENT)		
AREAS WHERE RUNNOFF REDUCTION AND/OR INFILTRATION PRACTICES ARE APPLIED	RESTORATION NOT REQUIRED, BUT MAY BE APPLIED TO ENHANCE THE REDUCTION SPECIFIED FOR APPROPRIATE PRACTICES		KEEP CONSTRUCTION EQUIPMENT FROM CROSSING THESE AREAS (TO PROTECT NEWLY INSTALLED PRACTICE FROM ANY ONGOING CONSTRUCTION ACTIVITIES CONSTRUCT A SINGLE PHASE OPERATION FENCE AREA)
REDEVELOPMENT PROJECTS	SOIL RESTORATION IS REQUIRED ON REDEVELOPMENT PROJECTS IN AREAS WHERE EXISTING IMPERVIOUS AREAS WILL BE COVERED TO PERVIOUS AREA		

TABLE OF SOIL RESTORATION REQUIREMENTS NOTES:

1. AERATION INCLUDES THE USE OF MACHINES SUCH AS TRACTOR-DRAWN IMPLEMENTS WITH COULTER MAKING A NARROW SLIT IN THE SOIL, A ROLLER WITH MANY SPIKES MAKING INDENTATIONS IN THE SOIL, OR PRONGS WHICH FUNCTION LIKE A MINI-SUBSOILER.
2. PER "DEEP RIPPING AND DE-COMPACTION, NYSDEC 2008."

LEGEND

- PROPOSED INLET PROTECTION
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE
- PROPOSED STONE CHECK DAM
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED STOCKPILE AREA
- PROPOSED TEMPORARY SWALE
- PROPOSED TEMPORARY SEDIMENT BASIN/TRAP
- TEMPORARY RISER & ANTI-VORTEX DEVICE
- W — CONCRETE TRUCK WASHOUT

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MIRA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, LAST REVISED 09/30/2005.
2. THE LIMIT OF DISTURBANCE SHALL BE STAKED IN THE FIELD PRIOR TO CONSTRUCTION.
3. THIS PLAN IS FOR TEMPORARY EROSION AND SEDIMENT CONTROL INFORMATION ONLY.
4. PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EXCAVATION, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE PLANS AND SPECIFICATIONS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED. FINAL STABILIZATION OF LANDSCAPED AREAS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE PLAN.
5. THE CONTRACTOR SHALL INSPECT AND MAINTAIN ON-SITE EROSION AND SEDIMENT CONTROL MEASURES ON A DAILY BASIS. ALL COLLECTED SEDIMENT WITHIN SEDIMENT BARRIERS SHALL BE REMOVED PERIODICALLY AS REQUIRED TO MAINTAIN THE FUNCTION OF THE SEDIMENT BARRIERS. ALL SEDIMENT COLLECTED SHALL BE RESPREAD ON-SITE WITHIN STABILIZED AREAS AS DIRECTED BY THE OWNERS REPRESENTATIVE.
6. THE CONTRACTOR SHALL INSPECT DOWNSTREAM CONDITIONS FOR EVIDENCE OF SEDIMENTATION ON A WEEKLY BASIS, AFTER EACH RAINSTORM, AND AS MAY BE REQUIRED OR DIRECTED BY ALL APPLICABLE APPROVALS AND PERMITS. THE CONTRACTOR SHALL IMMEDIATELY PROVIDE A WRITTEN REPORT ON FINDINGS OF SEDIMENT IN DOWNSTREAM AREAS TO ALL AUTHORITIES HAVING JURISDICTION AND MAKE REPAIRS AS REQUIRED OR DIRECTED.
7. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED BY THE CONTRACTOR AS REQUIRED/WARRANTED BY FIELD CONDITIONS AND AS DIRECTED BY THE OWNERS REPRESENTATIVE, JMC, AND/OR ANY AUTHORITY HAVING JURISDICTION.
8. STOCKPILING OF CONSTRUCTION MATERIAL SHALL BE PLACED ON-SITE IN THE AREA DESIGNATED ON THIS PLAN OR AS APPROVED BY THE OWNERS REPRESENTATIVE. STOCKPILED EXCAVATED MATERIAL SHALL HAVE TWO ROWS OF SILT FENCE LOCATED AROUND ITS PERIMETER. ALL STOCKPILED MATERIAL SHALL BE MAINTAINED IN AN ORDERLY MANNER SO AS NOT TO IMPEDE ON PEDESTRIAN AND/OR VEHICULAR TRAFFIC CIRCULATION ROUTES.
7. DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS AS NECESSARY, OR AS DIRECTED BY THE OWNERS REPRESENTATIVE.
8. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
9. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN 7 CALENDAR DAYS, SHALL BE TEMPORARILY SEEDED WITHIN 24 HOURS OF DISTURBANCE, IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) "EROSION AND SEDIMENT CONTROL GUIDELINES" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:
   - A. SEED MIXTURE AND RATE OF APPLICATION:
     - A.1. IN SPRING, SUMMER OR EARLY FALL, SEED THE AREA WITH RYEGRASS (ANNUAL OR PERENNIAL) AT 30 POUNDS PER ACRES (APPROXIMATELY 0.7 POUNDS/1000 SQUARE FEET OR USE 1 POUND/1000 SQUARE FEET).
     - A.2. IN LATE FALL OR EARLY WINTER, SEED THE AREA WITH CERTIFIED 'AROOSTOCK' WINTER RYE (CEREAL RYE) AT 100 POUNDS PER ACRE (2.5 POUNDS/1000 SQUARE FEET).
   - B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
   - C. MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
10. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN 30 CALENDAR DAYS BUT LESS THEN 1 YEAR, SHALL BE TEMPORARILY SEEDED WITHIN 7 DAYS AFTER SUSPENSION OF GRADING, IN ACCORDANCE WITH THE CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION (CTDEP) "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:
   - A. FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO FIGURE TS-2 IN THE CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.
   - B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS. SEEDING RATES SHALL BE INCREASED BY 10% WHEN HYDROSEEDING.
   - C. MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
11. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN A PERIOD OF 2-6 MONTHS OR NOT SCHEDULED FOR PERMANENT SEED WITHIN 60 CALENDAR DAYS, SHALL BE TEMPORARILY SEEDED WITHIN 24 HOURS OF DISTURBANCE, IN ACCORDANCE WITH THE NEW JERSEY STATE DEPARTMENT OF AGRICULTURE – STATE SOIL CONSERVATION COMMITTEE PUBLICATION "THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:
   - A. FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO TABLE 7-2 "TEMPORARY VEGETATIVE STABILIZATION GRASSES, SEEDING RATES, DATES AND DEPTH."
   - B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
   - C. MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
12. ALL SEEDED AREAS SHALL BE FERTILIZED, RESEEDED, AND MULCHED AS NECESSARY TO MAINTAIN VIGOROUS, DENSE VEGETATIVE COVER.
13. TEMPORARY SEED MIXTURES SHALL NOT BE PLACED ON AREAS WHERE FINAL GRADE HAS BEEN ESTABLISHED AND TOPSOIL HAS BEEN PLACED UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.
14. VEGETATIVE WASTE TO BE CHIPPED AND REMOVED OFF-SITE OR SPREAD ON-SITE AS AN INTERIM STABILIZATION METHOD.

PHASE 1 – SEQUENCE OF CONSTRUCTION

CONSTRUCTION SHALL BE SEQUENCED IN SUCH A MANNER THAT ANY AREA WHICH IS DISTURBED SHALL FIRST BE PROTECTED WITH SEDIMENT EROSION CONTROLS AS INDICATED ON THIS PLAN. THE SEQUENCE OF CONSTRUCTION IS AS FOLLOWS:

1. PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE TOWN OF NORTH CASTLE AND NYCDEP.
2. ESTABLISH STABILIZED CONSTRUCTION ACCESS AND STAGING AREAS.
3. STAKE OUT LIMITS OF THE PROPOSED STORMWATER INFILTRATION BASIN WITH ORANGE CONSTRUCTION FENCE.
4. INSTALL SILT FENCE, INLET PROTECTION AND TREE PROTECTION FENCE AS SHOWN ON PLANS.
5. CLEAR AND GRUB FOR STORMWATER INFILTRATION BASIN AND DETENTION BASIN. STRIP AND STOCKPILE SOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
6. BEGIN EXCAVATION OF STORMWATER INFILTRATION BASIN AND DETENTION BASIN. DETENTION BASIN TO BE USED AS TEMPORARY SEDIMENT BASIN.
7. INSTALL OUTLET CONTROL STRUCTURE, TEMPORARY RISER AND ANTI-VORTEX DEVICE AND EMERGENCY SPILLWAY.
8. ESTABLISH TEMPORARY DIVERSION DITCHES PRIOR TO ANY OTHER CLEARING OR GRADING.
9. CLEAR AREAS TO BE DEVELOPED. STRIP TOPSOIL. STOCKPILE WHERE INDICATED ON PLAN AND COVER WITH SEED AND MULCH.
10. ROUGH GRADE THE SITE AND ESTABLISH SWALES WITH CHECK DAMS.
11. BEGIN BUILDING AND ROADWAY CONSTRUCTION.
12. INSTALL STORM STRUCTURES AND ASSOCIATED STORM SYSTEM PIPING COMPLETE. IMMEDIATELY INSTALL INLET PROTECTION. PLUG INLET TO INFILTRATION BASIN UNTIL CONTRIBUTING DRAINAGE AREA IS STABILIZED.
13. INSTALL REMAINING UTILITIES.
14. INSTALL CURBING AND WALKWAYS.
15. INSTALL PAVEMENT SUBBASE AND BINDER COURSE.
16. REDISTRIBUTE TOPSOIL, INSTALL LANDSCAPING, STABILIZED TURF AND PERMANENT GROUND COVERS.
17. THE CONTRIBUTING DRAINAGE AREA SHALL BE COMPLETELY STABILIZED PRIOR TO REMOVING THE EROSION CONTROL DEVICES AND CONVERTING THE TEMPORARY SEDIMENT BASIN TO A PERMANENT STORMWATER MANAGEMENT BASIN.
18. CLEAN PAVEMENT AND STORM SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY EROSION AND SEDIMENT AND CONTROLS.
19. INSTALL PAVEMENT TOP COURSE.
20. REMOVE THE SEDIMENT FROM THE TEMPORARY SEDIMENT BASIN AND COMPLETE GRADING AND LANDSCAPING FOR THE PERMANENT STORMWATER INFILTRATION BASIN.

PHASE 2 – SEQUENCE OF CONSTRUCTION

CONSTRUCTION SHALL BE SEQUENCED IN SUCH A MANNER THAT ANY AREA WHICH IS DISTURBED SHALL FIRST BE PROTECTED WITH SEDIMENT EROSION CONTROLS AS INDICATED ON THIS PLAN. THE SEQUENCE OF CONSTRUCTION IS AS FOLLOWS:

1. PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE TOWN OF NORTH CASTLE AND NYCDEP.
2. ESTABLISH STABILIZED CONSTRUCTION ACCESS AND STAGING AREAS.
3. STAKE OUT LIMITS OF THE PROPOSED STORMWATER INFILTRATION AREAS WITH ORANGE CONSTRUCTION FENCE.
4. DEMOLISH NORTHERN OFFICE BUILDING AND EXISTING PARKING STRUCTURE TO FOUNDATION.
5. INSTALL SILT FENCE, INLET PROTECTION AND TREE PROTECTION FENCE AS SHOWN ON PLANS.
6. CLEAR AND GRUB FOR SEDIMENT TRAPS, STRIP AND STOCKPILE SOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
7. EXCAVATE FOR TEMPORARY SEDIMENT TRAPS.
8. ESTABLISH TEMPORARY DIVERSION DITCHES PRIOR TO ANY OTHER CLEARING OR GRADING.
9. CLEAR AREAS TO BE DEVELOPED. STRIP TOPSOIL. STOCKPILE WHERE INDICATED ON PLANS AND COVER WITH SEED AND MULCH.
10. ROUGH GRADE THE SITE AND ESTABLISH SWALES WITH CHECK DAMS.
11. BEGIN BUILDING AND ROAD CONSTRUCTION. SEED AND MULCH ALL DISTURBED SLOPES.
12. INSTALL STORM DRAINAGE SYSTEM. IMMEDIATELY INSTALL INLET PROTECTION. INSTALL THE SUBSURFACE INFILTRATION SYSTEM AND PLUG INLET UNTIL CONTRIBUTING DRAINAGE AREA IS STABILIZED.
13. INSTALL REMAINING UTILITIES.
14. INSTALL CURBING AND WALKWAYS.
15. INSTALL PAVEMENT SUBBASE AND BINDER COURSE FOR ROADS.
16. REDISTRIBUTE TOPSOIL, INSTALL LANDSCAPING, STABILIZED TURF AND PERMANENT GROUND COVERS.
17. THE CONTRIBUTING DRAINAGE AREA SHALL BE COMPLETELY STABILIZED PRIOR TO REMOVING THE EROSION CONTROL DEVICES.
18. CLEAN PAVEMENT AND STORM SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY EROSION AND SEDIMENT AND CONTROLS.
19. INSTALL PAVEMENT TOP COURSE.
20. REMOVE THE SEDIMENT FROM THE TEMPORARY SEDIMENT TRAPS. COMPLETE GRADING AND LANDSCAPING FOR THE PERMANENT STORMWATER MANAGEMENT BASIN AND BIORETENTION AREAS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

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NOT FOR CONSTRUCTION



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION (WLF-63, WLF-64, WLF-65)
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING TREE AND DESIGNATION (710' M)
- EXISTING TREE LINE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED PERVOUS PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED MULCH TRAIL
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED FENCE
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- 2-4" WIDE YELLOW LINES 6"O.C.
- 12" WIDE WHITE STOP LINE
- TRAFFIC SIGN LOCATION & DESIGNATION
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED SHRUB MASSING
- EXISTING FEATURE TO BE REMOVED

NOTES:

1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
4. PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECTS WRITTEN APPROVAL.
5. ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
6. ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
7. PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECTS EGGS; AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBJECTIONABLE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
8. ALL STOCK SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN STOCK, UNLESS OTHERWISE SPECIFIED. BAREROOT STOCK OF ANY KIND IS UNACCEPTABLE UNLESS SPECIFIED.
9. ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

PLANT SCHEDULE

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AB	48	Abies balsamea	Balsam Fir	6' - 8' HT.	B & B	
ACC	87	Abies concolor	White Fir	6' - 8' HT.	B & B	
JM	9	Juniperus scopulorum 'Moonglow'	Moonglow Juniper	7' - 8' HT.	B & B	
PA	90	Picea abies	Norway Spruce	8' - 10' HT.	B & B	
PG	21	Picea glauca	White Spruce	8'-10' HT	B & B	
PS	81	Pinus strobus	White Pine	6' - 8' HT.	B & B	
TI	17	Thuja x 'Green Giant'	Green Giant Arborvitae	15 gal	CONT.	

STREET TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AR	84	Acer rubrum 'Red Sunset'	Red Maple 'Red Sunset'	3" - 3 1/2" Cal.	B & B	
LS	19	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweet Gum	3" - 3 1/2" Cal.	B & B	
QP	20	Quercus palustris	Pin Oak	3" - 3 1/2" CAL.	B & B	
QR	37	Quercus rubra	Red Oak	3" - 3 1/2" Cal.	B & B	

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
OG	52	Acer rubrum `October Glory`	October Glory Maple	3" - 3 1/2" Cal.	B & B	
AB2	3	Acer rubrum 'Bowhall'	Bowhall Red Maple	2 1/2" - 3" CAL.	3"Cal	
AC	121	Amelanchier canadensis	Shadblow Serviceberry	7' - 8' HT.	B & B	
BN	77	Betula nigra `Heritage`	Heritage River Birch	7'-8' HT.	B & B	
CE	1	Cercis canadensis	Eastern Redbud Multi-trunk	8' - 10' HT.	B & B	
CF	6	Cornus florida	Flowering Dogwood	2" - 2 1/2" CAL.	B & B	
CR	77	Cornus x rutgersensis `Rutgan` TM	Stellar Pink Dogwood	2 1/2" - 3" CAL.	B & B	
PO	48	Platanus occidentalis	American Sycamore	2 1/2" - 3" CAL.	B & B	

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

No.	Revision	Date	By
1.	REVISED FEIS	01/20/2023	BAS

Previous Editions Obsolete

APPLICANT/OWNER:

AIRPORT CAMPUS I-V LLC
40 WESTCHESTER AVENUE
POUND RIDGE, NY 10576

AIRPORT CAMPUS
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

PRELIMINARY LANDSCAPE PLAN

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PROGRESS PLOTTING

Drawing: 15072-LAND
Date: 2023-01-31
Time: 9:50 AM
By:

Drawn:	JJ	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2022		
Project No:	15072		
15072-LAND	L-101	LAND.dwt	
Drawing No:	L–101		

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
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LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION (WLF-63, WLF-64, WLF-65)
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING TREE AND DESIGNATION
- EXISTING TREE LINE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED PERVIOUS PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED MULCH TRAIL
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED FENCE
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- 2-4" WIDE YELLOW LINES 8"O.C.
- 12" WIDE WHITE STOP LINE
- TRAFFIC SIGN LOCATION & DESIGNATION (A)
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED SHRUB MASSING
- EXISTING FEATURE TO BE REMOVED

NOTES:

1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
4. PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECTS WRITTEN APPROVAL.
5. ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
6. ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
7. PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECTS EGGS; AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBJECTIONABLE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
8. ALL STOCK SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN STOCK, UNLESS OTHERWISE SPECIFIED. BAREROOT STOCK OF ANY KIND IS UNACCEPTABLE UNLESS SPECIFIED.
9. ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

PLANT SCHEDULE

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AB	48	Abies balsamea	Balsam Fir	6' - 8' HT.	B & B	
ACC	87	Abies concolor	White Fir	6' - 8' HT.	B & B	
JM	9	Juniperus scopulorum 'Moonglow'	Moonglow Juniper	7' - 8' HT.	B & B	
PA	90	Picea abies	Norway Spruce	8' - 10' HT.	B & B	
PG	21	Picea glauca	White Spruce	8'-10' HT	B & B	
PS	81	Pinus strobus	White Pine	6' - 8' HT.	B & B	
TI	17	Thuja x 'Green Giant'	Green Giant Arborvitae	15 gal	CONT.	
STREET TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AR	84	Acer rubrum 'Red Sunset'	Red Maple 'Red Sunset'	3" - 3 1/2" Cal.	B & B	
LS	19	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweet Gum	3" - 3 1/2" Cal.	B & B	
QP	20	Quercus palustris	Pin Oak	3" - 3 1/2" CAL.	B & B	
QR	37	Quercus rubra	Red Oak	3" - 3 1/2" Cal.	B & B	
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
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15072-LAND	L-102	LAND.tbl	

Drawing No:

L-102

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Appendix I
Correspondence from District Superintendent Dr. Jen Lamia

From: Jen Lamia <jlamia@byramhills.org>
Date: December 16, 2022 at 9:45:35 AM EST
To: [redacted]
Cc: [redacted]
Subject: Airport Campus

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To The North Castle Town Board,

It is my understanding that the proposal for Airport Campus has changed again, now moving from age-restricted townhomes and 149 large rental apartments to the following:

125 townhomes age-targeted (3 bedrooms)
50 apartments age restricted

In our conversation you indicated that you would ask for a projection of students, which I would greatly appreciate - and not the Rutger's multiplier which is low.

While I always preferred the age-restricted option, as it does not affect the demography of the schools, I do believe that the age-restricted apartments with the age-targeted townhomes is a good compromise.

I still hold concerns about the inability to predict the impact of the project on our class size and busing, but the estimated taxes of approximately 2 million dollars annually toward school taxes should cover variable costs.

Thank you for including me in the plans for this project, and for your collaboration always.

Jen
--
Jen Lamia, Ed.D.
Superintendent of Schools
Byram Hills Central School District