

TRAFFIC IMPACT STUDY

For

**IV2 Rockland Logistics, LLC
Proposed Industrial Park at 25 Old Mill Road**

Property Located at:

**Old Mill Road & Hemion Road (CR 93)
Section 55.22 Block 1, Lot 1
Village of Suffern, Rockland County, NY**

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EXECUTIVE SUMMARY

Dynamic Traffic LLC has been retained to prepare this Traffic Impact Study to assess the traffic impact associated with the construction of an industrial park consisting of 1,221,800 SF of warehouse space (The Project) on the adjacent roadway network. This study was prepared in accordance with New York State Department of Transportation (NYSDOT) requirements and the study area was development based on coordination with Village of Suffern, Village of Montebello and NYSDOT officials. Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed warehouse development is projected to generate 167 entering trips and 50 exiting trips during the weekday morning peak hour and 63 entering trips and 163 exiting trips during the weekday evening peak hour that are “new” to the adjacent roadway network.
- Access to the site will be provided via a full movement driveway at the south end of the site along Hemion Road (CR 93).
- With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Lafayette Avenue (NYS Route 59) and Campbell Avenue/Hemion Road (CR 93) is anticipated to operate at overall No Build levels of service “E” during the peak hours studied. Additionally, it is proposed to restripe the eastbound and southbound left turn lanes to provide 300 FT of storage and to modify the radius on the northeast corner of the intersection to facilitate tractor trailer turning maneuvers.
- With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Lafayette Avenue (NYS Route 59) and Airmont Road (CR 89) is anticipated to operate at comparable levels of service and delays to No Build conditions during the peak hour studied. Additionally, it is proposed to modify the radius on the northwest corner of the intersection to facilitate tractor trailer turning maneuvers.
- With the addition of site generated traffic, the intersection of Airmont Road (CR 89) and the I-87 SB/I-287 EB Ramps is anticipated to operate at No Build overall levels of service “C” or better during the analyzed peak hours.
- With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Airmont Road (CR 89) and the I-87 NB/I-287 WB Ramps is anticipated to operate at No Build overall levels of service “D” or better during the analyzed peak hours.
- With the addition of site generated traffic, the intersection of Airmont Road (CR 89) and North DeBaun Avenue is anticipated to operate at No Build overall levels of service “B” during the analyzed peak hours.
- With the addition of site generated traffic, the intersection of Hemion Road (CR 93) and Dunnigan Drive is anticipated to operate at levels of service “C” or better with little to no change in delay during the peak hours studied.
- With the addition of site generated traffic, the intersection of Lafayette Avenue (NYS Route 59) & Brookside Avenue is anticipated to operate at No Build levels of service “D” or better with little to no change in delay during the peak hours studied.

- With the addition of site generated traffic and the installation of multi-way stop control, the intersection of Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive is anticipated to operate at levels of service “E” or better with a reduction in overall delay and queuing during the peak hours studied.
- As designed, the intersection of Hemion Road (CR 93) and the site driveway is anticipated to operate at levels of service “E” or better during the peak hours studied.
- When utilizing alternate ITE LUC 130 – Industrial Park, the proposed warehouse development is projected to generate 167 entering trips and 50 exiting trips during the weekday morning peak hour and 63 entering trips and 163 exiting trips during the weekday evening peak hour that are “new” to the adjacent roadway network. As noted, the current development proposal does not provide sufficient parking to accommodate the ITE average peak parking demand for LUC 130 and therefore is not anticipated to be develop with an industrial park type use.
- Under the conservative LUC 130 analysis, the following mitigation measures would be required:
 - Roadway widening and the construction of additional eastbound and southbound left turn lanes at the intersection of Lafayette Avenue (NYS Route 59) & Hemion Road (CR 93).
 - Roadway widening, the construction of a dedicated westbound left turn lane, and signalization of the intersection Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64).
 - Signalization of the site driveway.
- As proposed, The Project’s site driveway and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.
- The proposed parking supply and design is sufficient to support the projected demand and satisfies the Ordinance requirements.

INTRODUCTION

It is proposed to construct a warehouse industrial park on a parcel of land currently developed with the former Novartis pharmaceutical complex, located along Hemion Road (CR 93) north of Lafayette Avenue (NYS Route 59) in the Village of Suffern, Rockland County, New York (see Figure 1 in Appendix A). The site is designated as Section 55.22 Block 1 - Lot 1 on the Village Tax Maps. It is proposed to demolish the existing complex and construct an industrial park with three (3) warehouse buildings totaling 1,221,800 SF, with Building 1 consisting of 963,100 SF, Building 2 consisting of 170,500 SF and Building 3 consisting of 88,200 SF (“The Project”). The site is located within the PLI – Planned Light Industrial Zone. Access to the site is currently provided via a full movement driveway at the southern end of the site along Hemion Road (CR 93) and a full movement driveway at the northern end of the site along Old Mill Road, which ultimately connects to Hemion Road (CR 93). It is proposed to maintain the existing access points along Hemion Road (CR 93); however, one additional full movement driveway will be constructed along Old Mill Road, providing a total of two access points to The Project along Old Mill Road.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday AM and weekday PM peak periods at the intersections of:
 - Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road (CR 93)
 - Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)
 - Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps
 - Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps
 - Airmont Road (CR 89) & North DeBaun Avenue
 - Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard
 - Hemion Road (CR 93) & Dunnigan Drive
 - Lafayette Avenue (NYS Route 59) & Brookside Avenue
 - Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64)
 - Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway
 - Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard
 - Hemion Road (CR 93) & Suffern Middle School Egress Driveway
 - Montebello Road (CR 64) & Suffern Middle School Driveway
 - Montebello Road (CR 64) & Montebello Elementary School Driveway
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.

- The existing points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Lafayette Avenue (NYS Route 59) is an Urban Principal Arterial roadway under NYSDOT jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 30 MPH and the roadway provides one travel lane in each direction. On-street parking is not provided along either side of the roadway. Curb is provided along both sides of the roadway, while sidewalk is provided intermittently along both sides of the roadway. The pavement surface appears to be in good condition. Lafayette Avenue provides a slightly curved horizontal alignment west of Hemion Road with a downgrade from east to west and provides generally adequate sight distance. The land uses along Lafayette Avenue in the vicinity of The Project are mixed commercial and residential.

Hemion Road (CR 93) is an Urban Major Collector roadway under Rockland County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 30 MPH and the roadway provides one travel lane in each direction. On-street parking is not provided along either side of the roadway. Curb and sidewalk are only provided intermittently near the intersection of Campbell Avenue/Hemion Road and Lafayette Avenue (NYS Route 59). The pavement surface appears to be in good condition. Hemion Road provides a curved horizontal alignment with an upgrade from north to south and provides generally adequate sight distance. The land uses along Hemion Road in the vicinity of The Project are primarily industrial.

Airmont Road (CR 89) is an Urban Minor Arterial roadway under Rockland County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 30 MPH and the roadway provides two travel lanes in each direction north of Lafayette Avenue (NYS Route 59) and one travel lane in each direction south of Lafayette Avenue (NYS Route 59). On-street parking is not provided along either side of the roadway. Curb and sidewalk are provided along both sides of the roadway. The pavement surface appears to be in good condition. Airmont Road provides a curved horizontal alignment and a rolling vertical alignment and provides generally adequate sight distance. The land uses along Airmont Road in the vicinity of The Project are primarily commercial.

Interstate 87/Interstate 287 (New York State Thruway) is an Urban Principal Arterial Interstate roadway under New York State Thruway Authority jurisdiction. In the vicinity of the site the posted speed limit is 55 MPH and the roadway provides three lanes of travel in each direction. On-street parking is not provided along either side of the roadway. Curb and sidewalk are not provided along either side of the roadway. The pavement surface along the ramps at Airmont Road appears to be in good condition. I-87/I-287 has an overall curved horizontal alignment and rolling vertical alignment. The land uses in the vicinity of the I-87/I-287 ramps at Airmont Road are a mix of commercial, office, and industrial.

Montebello Road (CR 64) is an Urban Major Collector roadway under Rockland County jurisdiction to the east of Hemion Road and municipal jurisdiction to the west of Hemion Road with a general east/west orientation. The road has a posted 5-ton vehicular weight restriction. In the vicinity of the site the posted speed limit is 30 MPH and the roadway provides one lane of travel in each direction. On-street parking is not provided along either side of the roadway. Curb and sidewalk are not provided along either side of the roadway. The pavement surface appears to be in good condition. Montebello Road provides a curved horizontal alignment and a rolling vertical alignment. Adequate sight distance is generally provided at the study area intersection; however, due to the horizontal curves along Montebello Road (CR 64) to the east of the Suffern Middle School, limited sight distance is provided for driveways in the vicinity of the curves. The land uses along Montebello Road are primarily residential.

Campbell Avenue is an Urban Minor Arterial roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 30 MPH and the roadway provides one travel lane in each direction. On-street parking is not provided along either side of the roadway. Curb is provided along both sides of the roadway, while sidewalk is provided along the northbound side of the roadway. The pavement surface appears to be in good condition. Campbell Avenue provides a curved horizontal alignment with a downgrade from north to south and provides generally adequate sight distance. The land uses along Campbell Avenue in the vicinity of The Project are primarily residential.

North DeBaun Avenue is a local roadway under private jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one lane of travel in each direction. On-street parking is not provided along either side of the roadway. Curb is provided along both sides of the roadway, while sidewalk is provided along the westbound side of the roadway. The pavement surface appears to be in fair condition. North DeBaun Avenue provides a straight horizontal alignment and a flat vertical alignment and provides generally adequate sight distance. The land uses along North DeBaun Avenue are a mix of commercial, office, and lodging.

Rella Boulevard is a local roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one lane of travel in each direction. On-street parking is not provided along either side of the roadway. Curb is provided along both sides of the roadway, while sidewalk is not provided along either side of the roadway. The pavement surface appears to be in good condition. Rella Boulevard provides a straight horizontal alignment and a downhill vertical alignment from east to west. The land uses along Rella Boulevard are a mix of office and residential.

Brookside Avenue is a local roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 30 MPH and the roadway provides one lane of travel in each direction. On-street parking is not provided along either side of the roadway. Curb and sidewalk are not provided along either side of the roadway. The pavement surface appears to be in good condition. Brookside Avenue provides a straight horizontal alignment with an upgrade from north to south and provides generally adequate sight distance. The land uses along Brookside Avenue are primarily residential.

Ryan Mansion Drive is a local roadway under private jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 15 MPH and the roadway provides one lane of travel in each direction. On-street parking is not provided along either side of the roadway. Curb is provided along both sides of the roadway while sidewalk is intermittently provided along both sides of the roadway. The pavement surface appears to be in good condition. Ryan Mansion Drive provides a straight horizontal alignment and a downgrade from north to south and provides generally adequate sight distance. The land uses along Ryan Mansion Drive are primarily office.

Old Mill Road is a local roadway under New York State Thruway Authority jurisdiction with a general east/west orientation. At the time of publication of this study, it is understood that the jurisdiction of Old Mill Road may change as the New York State Thruway Authority is in the process of auctioning off the roadway. In the vicinity of the site the posted speed limit is not posted and the roadway provides one lane of travel in each direction. On-street parking is not provided along either side of the roadway. Curb and sidewalk are not provided along either side of the roadway. The pavement surface appears to be in good condition. Old Mill Road provides a relatively straight horizontal alignment with a horizontal curve near the intersection with Hemion Road (CR 93) and a downgrade from east to west and provides generally adequate sight distance.

Existing Bicycle and Pedestrian Facilities

Pedestrian and bicycle facilities in the vicinity of the site are provided in the form of paved shoulders intermittently along Hemion Road. Paved shoulders are also provided along both sides along Lafayette Avenue, along with sidewalk fully along the westbound side and intermittently along the eastbound side. Paved shoulders are not provided along either side of Airmont Road, while sidewalk is provided along both sides of Airmont Road south of Dunnigan Drive, along the southbound side between Dunnigan Drive and Executive Boulevard, and along the northbound side between Executive Boulevard and Montebello Road/Rella Boulevard.

Painted crosswalks and curb ramps are provided along all four legs of the intersections of Lafayette Avenue & Hemion Road/Campbell Avenue and Lafayette Avenue & Airmont Road. Painted crosswalks and curb ramps without detectable warning surfaces are provided along the western legs of the Airmont Road & I-287/I-87 Ramp intersections.

Existing Mass Transit Facilities

Hudson Link and Transport of Rockland (TOR) provide bus service in the nearby area. Hudson Link provide bus service in the area via the H01 and H01X lines, which runs from Suffern to the Palisades Center in West Nyack. The nearest Hudson Link bus stop is located approximately 1.7 miles from the site at the intersection of Airmont Road and Hemion Road. TOR provides bus service in the area via the 59 and Loop 3 lines, which run from Suffern to Nyack and Suffern to the Spring Valley Transit Center, respectively. The nearest 59 Line bus stop is located approximately 1.7 miles from the site at the intersection of Airmont Road and Hemion Road, while the nearest Loop 3 Line bus stop is located approximately 1.2 miles from the site at Good Samaritan Hospital.

NJ Transit provides train service in the area via the Main/Bergen County-Port Jervis Line, which runs from Port Jervis, NY to Hoboken, NJ with transfers to New York Penn Station and Trenton, NJ via Secaucus Junction. The nearest train station is located approximately 2.3 miles from the site at the intersection of Orange Avenue (U.S. Route 202) and Park Place in the Village of Suffern.

Existing Truck Routes

Interstate 87/287 and NYS Route 17 are designated as “Qualifying Highways” according to the October 2020 edition of the NYSDOT *Official Description of Designated Qualifying and Access Highways*. A “Qualifying Highway” is defined as a highway designated as part of the Surface Transportation Assistance Act (STAA) of 1982 which allows STAA vehicles (Tractor trailers combinations greater than 65 feet, tractor with 28 foot tandem trailers, maxi-cubes, triple saddle mounts, stinger-steered auto carriers and boat transporters) and 53’ trailers to use that highway and any other highway within one linear mile of the Qualifying highway. No truck restrictions existing along Lafayette Avenue (VYS Route 59), Airmont Road (CR 89) or Hemion Road (CR 93) which provide direct truck access to/from Interstate 87/287.

Existing School Activities

The Suffern Middle School and Montebello Elementary School are located to the north of the site along Hemion Road (CR 93) and Montebello Road (CR 64). Access to the Suffern Middle School is provided via one ingress only driveway along Hemion Road (CR 93), one egress only driveway along Hemion Road (CR 93) and one full movement driveway along Montebello Road (CR 64). Access to the Montebello Elementary School is provided via one full movement driveway along Montebello Road (CR 64). The start times for both schools are currently offset by 50 minutes and the dismissal times for both schools are currently offset by 30 minutes. At the Suffern Middle School, both buses and cars enter using the ingress only driveway along Hemion Road (CR 93). Buses circulate in front of the school for pick up/drop off and exit along Hemion Road (CR 93). Parents circulate around the rear of the school for pick up/drop off and exit along Montebello Road (CR 64). An exiting left turn lane restriction is currently in place at the Montebello Road (CR 64) driveway from 7:40 – 8:25 AM and from 2:30 – 3:15 PM.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Wednesday, June 15, 2022 from 7:00 – 9:00 AM and 3:00 – 6:30 PM at the following intersections. The scope of study was developed through consultations with the Village of Suffern, the Village of Montebello, Rockland County Highway Department, NYS Thruway Authority and NYSDOT. It should be noted that these counts were taken during a full school day for the Suffern Central School District.

- Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road (CR 93)
- Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)
- Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps
- Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps
- Airmont Road (CR 89) & North DeBaun Avenue
- Hemion Road (CR 93) & Dunnigan Drive
- Lafayette Avenue (NYS Route 59) & Brookside Avenue
- Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64)

Additional MTM counts were conducted on Thursday, September 8, 2022 from 7:00 – 9:00 AM and 3:00 – 6:30 PM at the following intersections:

- Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway
- Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard
- Hemion Road (CR 93) & Suffern Middle School Egress Driveway
- Montebello Road (CR 64) & Suffern Middle School Driveway
- Montebello Road (CR 64) & Montebello Elementary School Driveway

MTM counts were also conducted on Wednesday, July 27, 2022 from 7:00 – 9:00 AM and 3:00 – 6:30 PM at the intersection of Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard. A seasonal adjustment factor of 1.112 for commuter-dominated roadways during the work week was obtained from the NYSDOT Seasonal Adjustment Factor Table published in May 2022 to account for the decrease in traffic during the summer months.

Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) occurs between 7:45 - 8:45 AM, the weekday evening PSH occurs between 3:15 - 4:15 PM. It should be noted that in order to provide a conservative analysis along Hemion Road (CR 93), as the critical site access points are along Hemion Road (CR 93), the peak hour traffic volumes were balanced between Lafayette Avenue (NYS Route 59) and Old Mill Road. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

COVID-19 Traffic Count Normalization

It should be noted that various traffic related impacts associated with the COVID-19 pandemic were in effect as of the time of the traffic counts. As a result, current traffic volumes on the surrounding roadways may be atypical at this time and not entirely representative of “existing” traffic conditions. Therefore, historical traffic volume data has been reviewed and compared with current traffic volumes in order to account for this effect. Historical traffic volume recordings collected on Tuesday, May 7, 2019 at the intersection of Lafayette Avenue (NYS Route 59) and Hemion Road (CR 93) were obtained from the *Traffic Impact Study*, prepared by Maser Consulting PA, dated April 15, 2020. Additional historical traffic volume recordings collected on October 18, 2018 at the intersection of Airmont Road (CR 89) and Montebello Road (CR 64)/Rella Boulevard were obtained from the *Traffic Impact Study*, prepared by Harry Baker & Associates, dated July 13, 2020, last revised February 8, 2021.

In order to perform an appropriate comparison, the 2018 and 2019 volumes were increased to better represent 2022 conditions by applying a growth rate of 2.0% per year, for a period of three (3) and four (4) years, respectively. The adjusted 2018 and 2019 traffic volumes were then compared to the existing 2022 traffic counts as summarized in the table below. The adjusted 2018 volumes at the intersection of Airmont Road (CR 89) and Montebello Road (CR 64)/Rella Boulevard were compared to the seasonally adjusted 2022 counts.

Table I
Traffic Count Comparison

| Location | Date | Intersection Peak Hour Traffic Volume | | | | COVID-19 Adjustment Factor | |
|---|------------------|---------------------------------------|-------|--|-------|----------------------------|-------------|
| | | As-Counted | | With Background Growth ^[1] ^[2] | | AM | PM |
| | | AM | PM | AM | PM | | |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road (CR 93) | March 2019 | 1,741 | 2,003 | 1,848 | 2,126 | 1.12 | 1.15 |
| | June 2022 | 1,648 | 1,844 | 1,648 | 1,844 | | |
| Airmont Road & Montebello Road/Rella Boulevard | Oct. 2018 | 1,762 | 2,259 | 1,907 | 2,445 | 1.15 | 1.13 |
| | July 2022 (Adj.) | 1,654 | 2,162 | 1,654 | 2,162 | | |
| Weighted Average | | | | | | 1.14 | 1.14 |

^[1] March 2019 data increased by 2.0% compounded annually for three (3) years.

^[2] October 2018 data increased by 2.0% compounded annually for four (4) years.

As seen above, the current traffic volumes were found to be lower than the historical volumes grown to the current year. A weighted average of the necessary COVID-19 adjustment factors for each of the intersections was calculated to determine an average adjustment factor for the overall network, which was found to be 1.14 for both peak hours. Therefore, an adjustment factor of 1.14 for both the AM and PM were applied to those volumes respectively to provide a conservative analysis. Figure 3, located in Appendix A, shows the adjusted existing peak hour traffic volumes at the study intersection. All traffic counts are contained in Appendix B.

Existing Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, and Chapter 5 of the NYSDOT Highway Design Manual. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table I describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table II describes the level of service ranges for unsignalized (stop controlled) intersections.

**Table II
Level of Service Criteria
for Signalized Intersections**

| Level of Service | Average Control Delay (seconds per vehicle) |
|------------------|---|
| A | 0.0 to 10.0 |
| B | 10.1 to 20.0 |
| C | 20.1 to 35.0 |
| D | 35.1 to 55.0 |
| E | 55.1 to 80.0 |
| F | greater than 80.0 |

**Table III
Level of Service Criteria
for Unsignalized Intersections**

| Level of Service | Average Control Delay (seconds per vehicle) |
|------------------|---|
| a | 0.0 to 10.0 |
| b | 10.1 to 15.0 |
| c | 15.1 to 25.0 |
| d | 25.1 to 35.0 |
| e | 35.1 to 50.0 |
| f | greater than 50.0 |

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles.

All capacity and queuing analyses were performed utilizing Synchro 11 software. Table IV summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table IV
Existing Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | PM PSH | |
|---|------------------------|----|---------------|-------------|---------------|-------------|
| | | | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | E (74) | 0.93 | D (46) | 0.80 |
| | | T | D (49) | 0.85 | C (32) | 0.73 |
| | | R | A (1) | 0.06 | A (1) | 0.10 |
| | WB | L | C (31) | 0.61 | B (16) | 0.28 |
| | | T | E (65) | 0.96 | D (53) | 0.94 |
| | | R | A (1) | 0.11 | A (1) | 0.11 |
| | NB | L | C (32) | 0.58 | C (33) | 0.58 |
| | | TR | D (43) | 0.66 | E (56) | 0.83 |
| | SB | L | C (29) | 0.50 | C (33) | 0.59 |
| | | TR | E (55) | 0.87 | F (82) | 0.99 |
| Overall | | | D (49) | 0.96 | D (45) | 0.99 |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (86) | 0.99 | F (110) | 1.08 |
| | | T | D (42) | 0.57 | D (48) | 0.65 |
| | | R | A (1) | 0.03 | A (2) | 0.09 |
| | WB | L | D (40) | 0.34 | D (37) | 0.46 |
| | | T | E (65) | 0.78 | F (83) | 0.90 |
| | | R | C (34) | 0.65 | C (31) | 0.74 |
| | NB | L | C (25) | 0.10 | D (40) | 0.19 |
| | | TR | D (53) | 0.72 | D (53) | 0.68 |
| | SB | L | F (104) | 1.03 | E (64) | 0.84 |
| | | T | F (87) | 0.94 | F (83) | 0.97 |
| | | R | A (3) | 0.51 | A (8) | 0.60 |
| Overall | | | E (58) | 1.03 | E (56) | 1.08 |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | C (22) | 0.65 | C (27) | 0.69 |
| | | R | D (41) | 0.92 | C (31) | 0.86 |
| | NB | T | B (17) | 0.61 | A (8) | 0.46 |
| | SB | L | D (36) | 0.75 | C (32) | 0.78 |
| | | T | C (21) | 0.40 | A (7) | 0.45 |
| Overall | | | C (25) | 0.92 | B (16) | 0.86 |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | D (39) | 0.83 | C (33) | 0.76 |
| | | LT | D (40) | 0.83 | C (33) | 0.76 |
| | | R | C (22) | 0.69 | B (16) | 0.69 |
| | NB | L | F (215) | 1.40 | D (44) | 0.92 |
| | | T | B (12) | 0.52 | A (4) | 0.33 |
| | SB | T | C (22) | 0.61 | D (38) | 0.71 |
| | | R | A (6) | 0.48 | B (17) | 0.55 |
| Overall | | | D (44) | 1.40 | C (26) | 0.92 |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table IV (continued)
Existing Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | PM PSH | |
|--|------------------------|--------|---------------|-------------|---------------|-------------|
| | | | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (33) | 0.37 | C (33) | 0.35 |
| | WB | LTR | C (30) | 0.14 | C (31) | 0.20 |
| | NB | L | A (3) | 0.08 | A (4) | 0.09 |
| | | TR | A (9) | 0.56 | A (10) | 0.57 |
| | SB | L | A (5) | 0.06 | A (5) | 0.08 |
| | | TR | A (2) | 0.54 | A (2) | 0.58 |
| | Overall | | A (7) | 0.56 | A (7) | 0.58 |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (22) | 0.28 | C (28) | 0.33 |
| | | R | C (26) | 0.75 | C (26) | 0.63 |
| | WB | L | B (20) | 0.01 | C (26) | 0.16 |
| | | T | B (20) | 0.01 | C (25) | 0.06 |
| | | R | C (20) | 0.01 | C (26) | 0.16 |
| | NB | L | A (10) | 0.44 | B (10) | 0.63 |
| | | TR | A (1) | 0.38 | A (1) | 0.40 |
| | SB | L | B (11) | 0.03 | A (7) | 0.05 |
| | | TR | B (16) | 0.43 | B (13) | 0.47 |
| | Overall | | B (13) | 0.75 | B (11) | 0.63 |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | b (14) | 0.054 | b (14) | 0.086 |
| | SB | L | a (9) | 0.005 | a (8) | 0.002 |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | a (9) | 0.083 | b (11) | 0.218 |
| | NB | LR | c (15) | 0.297 | c (21) | 0.387 |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | WB | L | a (9) | 0.257 | a (8) | 0.204 |
| | NB | LTR | d (35) | 0.753 | d (26) | 0.708 |
| | SB | LTR | d (31) | 0.029 | c (16) | 0.034 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (74) | 0.393 | f (92) | 0.609 |
| | | R | b (12) | 0.033 | b (13) | 0.084 |
| | WB | LTR | b (13) | 0.023 | b (12) | 0.031 |
| | NB | L | a (10) | 0.018 | a (10) | 0.021 |
| SB | L | a (10) | 0.007 | b (11) | 0.006 | |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | c (23) | 0.063 | c (16) | 0.073 |
| | | R | b (12) | 0.031 | b (10) | 0.013 |
| | NB | L | a (9) | 0.016 | a (8) | 0.010 |
| | SB | L | a (9) | 0.069 | a (8) | 0.029 |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | c (16) | 0.140 | b (13) | 0.132 |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (9) | 0.013 | a (8) | 0.020 |
| | NB | LR | c (17) | 0.300 | b (14) | 0.138 |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.062 | a (8) | 0.016 |
| | NB | LR | b (13) | 0.148 | b (12) | 0.168 |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Existing Queue Analysis

Queue length conditions at the study intersections were analyzed under the Existing conditions. Queuing conditions were observed by our office on Thursday, May 26th and Thursday, December 8th, 2022. The Synchro model was calibrated based upon the field observations. The 95th percentile queues for each study peak hour are summarized in Table IV below.

Table V
Existing Queue Analysis

| Intersection | Direction/ Movement | Storage Length | AM PSH | PM PSH | |
|---|------------------------|-------------------|-----------|-----------|------|
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road (CR 93) | EB | L | 75' | 233' | 238' |
| | | T | - | 447' | 478' |
| | | R | 310' | - | - |
| | WB | L | 180' | 108' | 62' |
| | | T | - | 530' | 575' |
| | | R | 560' | - | - |
| | NB | L | 150' | 98' | 125' |
| | | TR | - | 239' | 249' |
| | SB | L | 145' | 109' | 128' |
| TR | | - | 330' | 350' | |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | 330' | 634' | 753' |
| | | T | - | 283' | 356' |
| | | R | 145' | - | 11' |
| | WB | L | 175' | 103' | 152' |
| | | T | - | 210' | 299' |
| | | R | 170' | 202' | 284' |
| | NB | L | 140' | 50' | 99' |
| | | TR | - | 411' | 396' |
| | SB | L | 100' | 616' | 483' |
| T | | - | 465' | 633' | |
| R | | - | 36' | 117' | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | 120' | 208' | 190' |
| | | R | - | 330' | 215' |
| | NB | T | - | 140' | 83' |
| | | R | 80' | 0' | 0' |
| | SB | L | 150' | 158' | 153' |
| T | | - | 270' | 158' | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | 520' | 202' | 236' |
| | | LT | - | 202' | 238' |
| | | R | 350' | 129' | 157' |
| | NB | L | 105' | 282' | 262' |
| | | T | - | 156' | 14' |
| | SB | T | - | 183' | 331' |
| R | | 140' | 43' | 170' | |

Table V (continued)
Existing Queue Analysis

| Intersection | Direction/ Movement | | Storage Length | AM PSH | PM PSH |
|--|------------------------|-----|-------------------|--------|--------|
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | - | 88' | 83' |
| | WB | LTR | - | 30' | 45' |
| | NB | L | 130' | 8' | 8' |
| | | TR | - | 218' | 228' |
| | SB | L | 155' | 5' | 5' |
| TR | | - | 25' | 30' | |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | - | 73' | 78' |
| | | R | 140' | 253' | 170' |
| | WB | L | 90' | 3' | 48' |
| | | T | - | - | 15' |
| | NB | R | 35' | 3' | 38' |
| | | L | 290' | 63' | 80' |
| | SB | TR | - | 10' | 13' |
| | | L | 290' | 8' | 8' |
| Hemion Road (CR 93) & Dunnigan Drive | TR | - | 193' | 215' | |
| | WB | LR | - | 5' | 8' |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | SB | L | - | - | - |
| | WB | L | - | 8' | 20' |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | NB | LR | - | 30' | 45' |
| | WB | L | - | 25' | 13' |
| | NB | LTR | - | 155' | 143' |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | SB | LTR | - | 3' | 5' |
| | EB | LT | - | 40' | 73' |
| | | R | 290' | 3' | 8' |
| | WB | LTR | - | 3' | 3' |
| Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard | NB | L | 100' | 3' | 3' |
| | SB | L | 120' | 0' | 0' |
| | EB | L | - | 5' | 5' |
| | | R | - | 3' | 0' |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | NB | L | - | 0' | 0' |
| | SB | L | - | 5' | 3' |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | LR | - | 13' | 13' |
| | WB | L | - | 0' | 3' |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | NB | LR | - | 30' | 13' |
| | WB | L | - | 5' | 3' |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | NB | LR | - | 13' | 15' |

The following are discussions pertaining to each of the existing intersections analyzed. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis.

Lafayette Avenue (NYS Route 59) and Campbell Avenue/Hemion Road (CR 93)

Campbell Avenue and Hemion Road (CR 93) both intersect Lafayette Avenue (NYS Route 59) to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New York State Department of Transportation which indicates that the traffic signal operates under a four-phase operation with a variable background cycle length with pre-emption in both directions for buses (the traffic signal timing directive is included in Appendix B).

Both the eastbound and westbound approaches of Lafayette Avenue (NYS Route 59) provide a dedicated 12 FT wide left turn lane, a dedicated 12 FT wide through lane, and a dedicated 12 FT wide right turn lane. The northbound approach of Campbell Avenue provides a dedicated 15 FT wide left turn lane and a shared 12 FT wide through/right turn lane. The southbound approach of Hemion Road (CR 93) also provides a dedicated 13 FT wide left turn lane and a shared 13 FT wide through/right turn lane.

It should be noted that HCM 6th Edition methodology does not support clustered intersections. In order to include the bus pre-emption in the analysis, the intersection was modeled as a clustered intersection with a separate signalized intersection for the bus pre-emption. Therefore, Synchro methodology was used to obtain the levels of service, delays, and queues.

A review of the existing analysis reveals that the intersection operates at overall levels of service “D” during the analyzed peak periods. Additionally, all intersection movements operate at levels of service “E” or better during the analyzed peak periods, with the exception of the southbound through/right turn movement, which operates at level of service “F” during the weekday evening peak hour. See Table IV for the individual movement levels of service and delays.

A review of the existing analysis reveals that the 95th percentile queue length for the eastbound left turn lane exceeds the available storage length during the weekday morning and evening peak hours. See Table V for the individual movement 95th percentile queues.

Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)

Airmont Road (CR 89) intersects Lafayette Avenue (NYS Route 59) to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New York State Department of Transportation which indicates that the traffic signal operates under a four-phase operation with a variable background cycle length with pre-emption in the eastbound direction for buses (the traffic signal timing directive is included in Appendix B).

Both the eastbound and westbound approaches of Lafayette Avenue (NYS Route 59) provide a dedicated 13 FT wide left turn lane, a dedicated 12 FT wide through lane, and a dedicated right turn lane (11 FT wide eastbound lane and 9 FT wide westbound lane). The northbound approach of Airmont Road (CR 89) provides a dedicated left turn lane, a dedicated through lane, and a shared through/right turn lane. The southbound approach of Airmont Road (CR 89) provides a dedicated left turn lane, a dedicated through lane, and a dedicated right turn lane.

It should be noted that HCM 6th Edition methodology does not support clustered intersections. In order to include the bus pre-emption in the analysis, the intersection was modeled as a clustered intersection with a separate signalized intersection for the bus pre-emption. Therefore, Synchro methodology was used to obtain the levels of service, delays, and queues.

A review of the existing analysis reveals that the intersection operates at overall level of service “E” during the analyzed peak periods. Additionally, all intersection movements operate at levels of service “E” or better during the analyzed peak periods, with the exception of the eastbound left turn and southbound right turn movements during the weekday morning peak hour and the eastbound left turn, westbound through, and southbound through movements during the weekday evening peak hour which operate at level of service “F”. See Table IV for the individual movement levels of service and delays.

A review of the existing analysis reveals that the 95th percentile queue length for the eastbound left turn lane, westbound right turn lane, and the southbound left turn lane exceeds the available storage length during the weekday morning and evening peak hours. See Table V for the individual movement 95th percentile queues.

Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps

The I-87 SB/I-287 EB on/off ramps intersect Airmont Road (CR 89) to form a four-leg intersection controlled by a traffic signal. The traffic signal timings were requested from the Town of Ramapo, Rockland County, NYSDOT, and the New York State Thruway Authority (NYSTA) but were not received. Field timings indicate that the signal operates under a three-phase operation with a 75-second background cycle length.

The northbound approach of Airmont Road (CR 89) provides two dedicated 11 FT wide through lanes and a dedicated 14 FT wide right turn lane, while the southbound approach provides two dedicated 12 FT wide left turn lanes and two dedicated 12 FT wide through lanes. The eastbound approach of the off-ramp provides a shared 12 FT wide left turn/through lane and a dedicated 12 FT wide right turn lane.

A review of the existing analysis reveals that the intersection operates at overall levels of service “C” or better during the analyzed peak periods. Additionally, all movements operate at levels of service “D” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

A review of the existing analysis reveals that the 95th percentile queue length exceeds the available storage length for the eastbound left turn/through lane and the southbound left turn lane during the weekday morning and evening peak hours. See Table V for the individual movement 95th percentile queues.

Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps

The I-87 NB/I-287 WB on/off ramps intersect Airmont Road (CR 89) to form a four-leg intersection controlled by a traffic signal. The traffic signal timings were requested from the Town of Ramapo, Rockland County, NYSDOT, and NYSTA but were not received. Field timings indicate that the signal operates under a three-phase operation with a 75-second background cycle length.

The northbound approach of Airmont Road (CR 89) provides a dedicated 11 FT wide left turn lane and two dedicated 10 FT wide through lanes, while the southbound approach provides two dedicated 12 FT wide through lanes and a dedicated 12 FT wide right turn lane. The westbound approach of the off-ramp provides a dedicated 12 FT wide left turn lane, a shared 12 FT wide left turn/through lane, and a dedicated 12 FT wide right turn lane.

It should be noted that HCM 6th Edition methodology does not support turning movements with shared and exclusive lanes. Therefore, Synchro methodology was used to obtain the levels of service, delays, and queues.

A review of the existing analysis reveals that the intersection operates at overall levels of service “D” or better during the analyzed peak periods. Additionally, all movements operate at levels of service “E” or better during the analyzed peak periods, with the exception of the northbound left turn movement during the weekday morning peak hour, which operates at level of service “F”. See Table IV for the individual movement levels of service and delays.

A review of the existing analysis reveals that the 95th percentile queue length exceeds the available storage length for the northbound left turn lane during the weekday morning and evening peak hours and the southbound right turn lane during the weekday evening peak hour. See Table V for the individual movement 95th percentile queues.

Airmont Road (CR 89) & North DeBaun Avenue

North DeBaun Avenue intersects Airmont Road to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the Town of Ramapo, which indicates that the traffic signal operates under a three-phase operation with a 75-second background cycle length (the traffic signal timing directive is included in Appendix B).

The northbound and southbound approaches of Airmont Road both provide a dedicated 10 FT wide left turn lane, a dedicated 11 FT wide through lane, and a shared 11 FT wide through/right turn lane. The eastbound and westbound approaches of North DeBaun Avenue both provide a shared 14 FT wide lane for all movements.

A review of the existing analysis reveals that the intersection operates at overall level of service “A” and all movements operate at levels of service “C” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard

North DeBaun Avenue intersects Airmont Road to form a four-leg intersection controlled by a traffic signal. The traffic signal timings were requested from the Town and Rockland County but were not received. The timings were obtained from the *Traffic Impact Study*, prepared by Harry Baker & Associates, dated July 13, 2020, last revised February 8, 2021, which indicates that the traffic signal operates under a three-phase operation with a 75-second background cycle length.

The northbound and southbound approaches of Airmont Road both provide a dedicated left turn lane (11 FT wide northbound lane and 13 FT wide southbound lane), a dedicated through lane (12 FT wide northbound lane and 13 FT wide southbound lane), and a shared through/right turn lane (12 FT wide northbound lane and 11 FT wide southbound lane). The eastbound approach of Montebello Road (CR 64) provides a shared 12 FT wide left turn/through lane and a dedicated 10 FT wide right turn lane while the westbound approach of Rella Boulevard provides a dedicated 11 FT wide left turn lane, a dedicated 10 FT wide through lane, and a dedicated 10 FT wide right turn lane.

A review of the existing analysis reveals that the intersection operates at overall level of service “B” and all movements operate at levels of service “C” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

A review of the existing analysis reveals that the 95th percentile queue length exceeds the storage length for the eastbound right turn lane during the weekday morning and evening peak hours. See Table V for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Dunnigan Drive

Dunnigan Drive intersects Hemion Road to form an unsignalized T-intersection with the westbound approach of Dunnigan Drive operating under stop control. The northbound approach of Hemion Road provides a shared 12 FT wide through/right turn lane, while the southbound approach provides a shared 12 FT wide left turn/through lane. The westbound approach of Dunnigan Drive provides a shared 12 FT wide left turn/right turn lane.

A review of the existing analysis reveals that all movements operate at levels of service “B” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Lafayette Avenue (NYS Route 59) & Brookside Avenue

Brookside Avenue intersects Lafayette Avenue to form an unsignalized T-intersection with the northbound approach of Brookside Avenue operating under stop control. The northbound approach of Brookside Avenue provides a shared 14 FT wide left turn/right turn lane. The eastbound approach of Lafayette Avenue provides a shared 12 FT wide through/right turn lane, while the westbound approach provides a dedicated 12 FT wide left turn lane and a dedicated 12 FT wide right turn lane.

A review of the existing analysis reveals that all movements operate at levels of service “C” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive

Hemion Road and Ryan Mansion Drive intersect Montebello Road to form an unsignalized four-leg intersection with the northbound approach of Hemion Road and the southbound approach of Ryan Mansion Drive operating under stop control. The northbound approach of Hemion Road (12 FT wide), the southbound approach of Ryan Mansion Drive (23 FT wide), and both the eastbound and westbound approaches of Montebello Road (both 11 FT wide) all provide a shared lane for all movements.

A review of the existing analysis reveals that all movements operate at levels of service “D” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway

Dunnigan Drive and the Interstate Waste Services driveway intersect Airmont Road to form an unsignalized four-leg intersection with the eastbound approach of Dunnigan Drive and the westbound approach of the Interstate Waste Services driveway operating under stop control. The northbound and southbound approaches of Airmont Road provide a dedicated 10 FT wide left turn lane, a dedicated 11 FT wide through lane, and a shared 11 FT wide through/right turn lane. The eastbound approach of Dunnigan Drive and the westbound approach of the Interstate Waste Services driveway both provide a shared 27 FT wide lane for all movements.

A review of the existing analysis reveals that all movements operate at levels of service “E” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard

The Suffern Middle School ingress driveway and Ramapo Cirque Boulevard intersect Hemion Road to form an unsignalized four-leg intersection with the eastbound approach of Ramapo Cirque Boulevard and the westbound approach of the Suffern Middle School ingress driveway operating under stop control. The northbound and southbound approaches of Hemion Road both provide a shared 12 FT wide lane for all movements. The eastbound approach of Ramapo Cirque Boulevard provides a dedicated 15 FT wide left turn lane and a shared 16 FT wide through/right turn lane. The westbound approach of the Suffern Middle School ingress driveway provides one 25 FT wide lane of travel away from the intersection.

A review of the existing analysis reveals that all movements operate at levels of service “C” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Hemion Road (CR 93) & Suffern Middle School Egress Driveway

The Suffern Middle School egress driveway intersects Hemion Road to form an unsignalized T-intersection with the westbound approach of the Suffern Middle School egress driveway operating under stop control. The northbound and southbound approaches of Hemion Road both provide a dedicated 12 FT wide through lane. The westbound approach of the Suffern Middle School egress driveway provides a shared 25 FT wide left turn/right turn lane.

A review of the existing analysis reveals that all movements operate at levels of service “C” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Montebello Road (CR 64) & Suffern Middle School Driveway

The Suffern Middle School driveway intersects Montebello Road to form an unsignalized T-intersection with the northbound approach of the Suffern Middle School driveway operating under stop control. The northbound approach of the Suffern Middle School driveway provides a shared 12 FT wide left turn/right turn lane. The eastbound approach of Montebello Road provides a shared 11 FT wide through/right turn lane, while the westbound approach provides a shared 11 FT wide left turn/through lane.

A review of the existing analysis reveals that all movements operate at levels of service “C” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

Montebello Road (CR 64) & Montebello Elementary School Driveway

The Montebello Elementary School driveway intersects Montebello Road to form an unsignalized T-intersection with the northbound approach of the Montebello Elementary School driveway operating under stop control. The northbound approach of the Montebello Elementary School driveway provides a shared 15 FT wide left turn/right turn lane. The eastbound approach of Montebello Road provides a shared 11 FT wide through/right turn lane, while the westbound approach provides a shared 11 FT wide left turn/through lane.

A review of the existing analysis reveals that all movements operate at levels of service “B” or better during the analyzed peak periods. See Table IV for the individual movement levels of service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the Future 2024 No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was assumed to be 2.0% per year.

Through consultation with the Village of Suffern, the Village of Montebello, and the Village of Airmont Planning Board staff, there are nine developments in the vicinity of the site that have been approved but not yet constructed that are identified as a potential significant traffic generator, shown below. The Adjacent Development Traffic Volumes passing the site are shown on Figure 4. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments not listed hereafter.

- A development consisting of a two-story medical office building, located at 5 Hemion Road, has been approved. Projections of the associated traffic volumes were taken from Figure 6 of the traffic study, prepared by Harry Baker & Associates, last revised July 13, 2020.
- A development consisting of a 200-bed assisted living facility, a 10,000 SF medical office building, and a 14,698 SF pharmacy with drive-through window, located on the north side of Lafayette Avenue (NYS Route 59) between Campbell Avenue/Hemion Road and Hillcrest Road, has been approved. Projections of the associated traffic volumes were taken from Figures 9 and 10 of the *Traffic Impact Study*, prepared by Maser Consulting PA, dated April 15, 2020.
- A development consisting of a 4,429 SF Panera, located in the northeast quadrant of the intersection of Airmont Road (CR 89) and DeBaun Avenue in Airmont, NY, has been approved. Projections of the associated traffic volumes taken from Figures 7-10 of the *Traffic Impact and Parking Assessment*, prepared by this firm, dated October 31, 2018.
- A development consisting of 199,000 SF of warehouse space, 6,000 SF of ancillary office space, and 101,440 SF of self-storage space, located at 100 & 300 Rella Boulevard in Montebello, NY, has been approved. Projections of the associated traffic volumes were taken from the *100 & 300 Rella Boulevard – Updated Site Plan (Traffic) Memorandum*, prepared by Colliers Engineering & Design, dated June 3, 2022.
- An approximate 102,390 SF expansion of the existing Manhattan Beer Distributor warehouse located at 10-20 Dunnigan Drive, Montebello, NY, has been approved and is under construction. Projections of the associated traffic volumes were developed using the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) 150 – Warehousing.

- A development known as Montebello Gateway consisting of 47,642 SF of office space, located at the northwest quadrant of the intersection of North Airmont Road and Executive Boulevard in Montebello, NY has been approved. Projections of the associated traffic volumes were taken from Figures 7C-7D of the *Traffic Impact Study* prepared by Harry Baker & Associates, dated July 13, 2020, last revised February 8, 2021.
- A development consisting of 78,101 SF of warehouse space and 2,000 SF of office space, located at 9 Executive Boulevard in Montebello, NY, has been approved and is under construction. Projections of the associated traffic volumes were developed using the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) 150 – Warehousing and 710 – General Office Building.
- A development known as the Allegro Office Building consisting of 10,350 SF of medical office space and 12,000 SF of office space, located at 10 South DeBaun Avenue in the Village of Airmont, NY, has been approved. Projections of the associated traffic volumes were obtained from the *Traffic Impact Study*, prepared by Maser Consulting, P.A, dated July 27, 2015, and *Supplemental Review*, prepared by Maser Consulting, P.A, dated January 8, 2018.
- A development consisting of 29,426 SF of warehouse space and 5,620 SF of office space, located at 124-130 NYS Route 59 in the Village of Airmont, NY, has been approved. Projections of the associated traffic volumes were obtained from the *Traffic Impact Study*, prepared by Harry Baker & Associates, dated April 5, 2019, revised December 7, 2020.

Future 2024 No Build traffic volumes were developed by applying the background growth rate of 2.0% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 5, in Appendix A, shows the No Build traffic volumes. Note that per initial correspondence with NYSDOT and NYSTA, an ETC+10 or ETC+20 analysis was not required for any proposed intersection modifications identified in the initial Traffic Impact Study.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code (LUC) 150 – Warehousing in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 11th Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. It should be noted that consistent with data published by ITE for LUC 150, 13% of the AM site generated trips and 15% of the PM site generated trips were assumed to be trucks. Table VI summarizes the trip generation for each of the three proposed buildings as well as the total trip generation for The Project. It should be noted that conservatively, no credit was taken for the use of mass transit or ride sharing, which would result in an overall decrease in vehicular trip generation to/from the site. It is anticipated that future transit access to the site will be considered and coordinated with Transport of Rockland.

Trip generation projects for daily traffic broken down by hour were also prepared using data from the *Trip Generation, 11th Edition* appendices as published on ITE's website. The daily trip generation rates for The Project are included in Appendix D. For LUC 150, the peak period for passenger car traffic generally occurs from 6:00 AM to 9:00 AM and corresponds with the weekday morning peak hour for the adjacent street network, while the peak period for passenger car traffic exiting generally occurs from 3:00 PM to 6:00 PM and corresponds with the weekday evening peak hour for the adjacent street

network. Truck traffic generally peaks between 9:00 AM and 12:00 PM, immediately following the morning peak period for passenger car traffic.

Table VI
Proposed Trip Generation

| Use | Trip Type | AM PSH | | | PM PSH | | | SAT PSH | | |
|-------------------------|---------------|------------|-----------|------------|-----------|------------|------------|-----------|-----------|-----------|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| Building 1 – 963,100 SF | Total | 107 | 32 | 139 | 40 | 102 | 142 | 31 | 17 | 48 |
| | Trucks | 14 | 4 | 18 | 6 | 15 | 21 | - | - | - |
| | Cars | 93 | 28 | 121 | 34 | 87 | 121 | - | - | - |
| Building 2 – 170,500 SF | Total | 34 | 10 | 44 | 13 | 34 | 47 | 6 | 3 | 9 |
| | Trucks | 4 | 2 | 6 | 2 | 5 | 7 | - | - | - |
| | Cars | 30 | 8 | 38 | 11 | 29 | 40 | - | - | - |
| Building 3 – 88,200 SF | Total | 26 | 8 | 34 | 10 | 27 | 37 | 3 | 1 | 4 |
| | Trucks | 3 | 1 | 4 | 2 | 4 | 6 | - | - | - |
| | Cars | 23 | 7 | 30 | 8 | 23 | 31 | - | - | - |
| Total | Total | 167 | 50 | 217 | 63 | 163 | 226 | 40 | 21 | 61 |
| | Trucks | 21 | 7 | 28 | 10 | 24 | 34 | - | - | - |
| | Cars | 146 | 43 | 189 | 53 | 139 | 192 | - | - | - |

As can be seen above, the proposed site is projected to generate 217 trips during the weekday morning peak hour, 226 trips during the weekend evening peak hour, and 61 trips during the Saturday peak hour. The number of new trips on Saturday represents approximately 27-29% of the total new trips during the weekday morning and evening peak hours and also falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE, “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour,” hence, it is not anticipated that The Project will result in a significant impact on operating conditions for the surround roadway network during the Saturday peak hour. As such, the weekend peak hour was not analyzed.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Employee automobile traffic was routed to/from I-87/I-287 via Lafayette Avenue as it a shorter distance and avoids the high-traffic intersection of Hemion Road/Ryan Mansion Drive and Montebello Road, especially during the start and end of the school day. Trucks were routed towards I-87/I-287 or NYS Route 17, which are designated as truck routes in the October 2020 edition of the NYSDOT *Official Description of Designated Qualifying and Access Highways*. All trucks must travel to/from the site via Lafayette Avenue due to Montebello Road’s weight restriction. Trucks shall be restricted to left-in/right-out movements at the site driveway and Old Mill Road. Regulatory signage and pavement markings will be provided to direct trucks to turn right onto Hemion Road. Further, drivers will be informed of the necessary restriction associated with travel to/from the site.

Located in Appendix A, Figures 6-10 illustrate the Car Traffic Trip Distribution, Car Site Generated Volumes, Truck Traffic Trip Distribution, Truck Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area

network were added to the Future 2024 No Build traffic volumes to generate the Future 2024 Build traffic volumes, which are shown in Figure 11.

Future Roadway Improvements

The Lower Hudson Transit Link Integrated Corridor Management & Ramp Metering project is currently under construction and is anticipated to be substantially completed by June 2023. The goal of this project is to encourage public transit use with ramp metering, traffic signal improvements, and transit stop improvements. These signal improvements are the bus signal pre-emption at the intersections of Lafayette Avenue & Hemion Road and Lafayette Avenue & Airmont Road. This pre-emption is included in the Existing, No-Build, and Build analyses.

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in Table VII and Table VIII. Mitigation measures were reviewed and considered where level of service degradations, significant increases in delay and/or queue lengths extending beyond available storage were observed.

Table VII
Future AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | | |
|---|------------------------|---------------|-------------|---------------|-------------|---------------|---------------|------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | F (115) | 1.09 | F (174) | 1.25 | F (125) | 1.12 |
| | | T | E (80) | 1.02 | F (83) | 1.03 | E (69) | 0.98 |
| | | R | A (1) | 0.08 | A (1) | 0.08 | A (1) | 0.08 |
| | WB | L | D (44) | 0.74 | D (45) | 0.74 | D (47) | 0.76 |
| | | T | F (100) | 1.09 | F (105) | 1.10 | F (105) | 1.10 |
| | | R | A (1) | 0.13 | A (5) | 0.25 | A (4) | 0.24 |
| | NB | L | D (38) | 0.67 | D (39) | 0.68 | D (46) | 0.73 |
| | | TR | D (44) | 0.69 | D (46) | 0.73 | D (54) | 0.80 |
| | SB | L | C (31) | 0.58 | D (38) | 0.69 | D (41) | 0.72 |
| | | TR | E (57) | 0.89 | E (58) | 0.90 | E (61) | 0.91 |
| Overall | | E (68) | 1.09 | E (75) | 1.25 | E (70) | 1.12 | |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (131) | 1.15 | F (149) | 1.19 | F (136) | 1.16 |
| | | T | D (44) | 0.60 | D (44) | 0.60 | D (43) | 0.45 |
| | | R | A (1) | 0.03 | A (1) | 0.03 | A (1) | 0.03 |
| | WB | L | D (39) | 0.34 | D (38) | 0.33 | D (38) | 0.21 |
| | | T | E (68) | 0.81 | E (68) | 0.81 | E (68) | 0.40 |
| | | R | D (36) | 0.74 | C (35) | 0.71 | D (35) | 0.71 |
| | NB | L | C (27) | 0.11 | C (28) | 0.11 | C (29) | 0.11 |
| | | TR | E (57) | 0.77 | E (58) | 0.78 | E (60) | 0.80 |
| | SB | L | F (161) | 1.21 | F (164) | 1.22 | F (166) | 1.22 |
| | | T | F (91) | 0.95 | F (91) | 0.95 | F (91) | 0.96 |
| R | | A (5) | 0.58 | A (7) | 0.64 | A (7) | 0.64 | |
| Overall | | E (73) | 1.21 | E (76) | 1.22 | E (75) | 1.22 | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | C (21) | 0.65 | B (20) | 0.63 | - | - |
| | | R | D (44) | 0.93 | D (46) | 0.94 | - | - |
| | NB | T | C (20) | 0.78 | C (24) | 0.83 | - | - |
| | SB | L | D (37) | 0.78 | D (37) | 0.78 | - | - |
| | | T | C (23) | 0.47 | C (24) | 0.49 | - | - |
| Overall | | C (27) | 0.93 | C (29) | 0.94 | - | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | D (42) | 0.86 | D (44) | 0.88 | D (44) | 0.88 |
| | | LT | D (42) | 0.86 | D (44) | 0.88 | D (44) | 0.88 |
| | | R | C (29) | 0.79 | C (28) | 0.78 | C (28) | 0.78 |
| | NB | L | F (333) | 1.67 | F (351) | 1.71 | F (287) | 1.56 |
| | | T | B (13) | 0.61 | B (13) | 0.61 | B (14) | 0.61 |
| | SB | T | C (25) | 0.69 | C (28) | 0.70 | C (31) | 0.76 |
| | | R | A (7) | 0.51 | A (10) | 0.51 | B (11) | 0.54 |
| Overall | | E (59) | 1.67 | E (62) | 1.71 | E (56) | 1.56 | |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table VII (continued)
Future AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | | |
|---|------------------------|---------------|-------------|---------------|-------------|-------|---------------|-----|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (34) | 0.39 | C (33) | 0.38 | - | - |
| | WB | LTR | C (30) | 0.14 | C (30) | 0.17 | - | - |
| | NB | L | A (4) | 0.09 | A (4) | 0.09 | - | - |
| | | TR | A (10) | 0.62 | B (10) | 0.63 | - | - |
| | SB | L | A (5) | 0.07 | A (6) | 0.07 | - | - |
| | | TR | A (2) | 0.59 | A (2) | 0.61 | - | - |
| Overall | | A (7) | 0.62 | A (8) | 0.63 | - | - | |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (22) | 0.31 | C (22) | 0.35 | - | - |
| | | R | C (27) | 0.77 | C (26) | 0.77 | - | - |
| | WB | L | B (19) | 0.03 | C (25) | 0.05 | - | - |
| | | T | B (19) | 0.04 | B (19) | 0.04 | - | - |
| | NB | R | B (19) | 0.03 | B (19) | 0.03 | - | - |
| | | L | B (11) | 0.51 | B (12) | 0.53 | - | - |
| | SB | TR | A (2) | 0.45 | A (2) | 0.45 | - | - |
| | | L | B (11) | 0.07 | B (11) | 0.07 | - | - |
| Overall | | B (14) | 0.77 | B (15) | 0.77 | - | - | |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | c (16) | 0.078 | c (17) | 0.070 | - | - |
| | SB | L | a (9) | 0.017 | a (9) | 0.019 | - | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | a (10) | 0.094 | a (10) | 0.095 | - | - |
| | NB | LR | c (17) | 0.347 | c (19) | 0.383 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table VII (continued)
Future AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | | |
|--|------------------------|-----|----------|-------|---------|-------|---------------|-------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | EB | L | - | - | - | - | c (23) | 0.694 |
| | WB | L | a (10) | 0.306 | b (11) | 0.380 | d (30) | 0.813 |
| | NB | LTR | f (89) | 1.02 | f (213) | 1.345 | e (42) | 0.894 |
| | SB | LTR | e (38) | 0.050 | f (55) | 0.071 | b (12) | 0.014 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (82) | 0.455 | f (82) | 0.455 | - | - |
| | | R | b (12) | 0.039 | b (13) | 0.042 | - | - |
| | WB | LTR | b (14) | 0.028 | b (14) | 0.028 | - | - |
| | NB | L | a (10) | 0.031 | b (10) | 0.033 | - | - |
| | SB | L | b (10) | 0.007 | b (10) | 0.007 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | d (26) | 0.073 | d (31) | 0.089 | - | - |
| | | R | b (13) | 0.034 | b (14) | 0.038 | - | - |
| | NB | L | a (9) | 0.016 | a (9) | 0.018 | - | - |
| | SB | L | a (9) | 0.074 | a (9) | 0.076 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | c (17) | 0.162 | c (19) | 0.183 | - | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (9) | 0.013 | a (9) | 0.013 | - | - |
| | NB | LR | c (21) | 0.362 | c (24) | 0.406 | - | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.068 | a (8) | 0.069 | - | - |
| | NB | LR | b (13) | 0.166 | b (14) | 0.177 | - | - |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | - | - | e (43) | 0.234 | - | - |
| | NB | L | - | - | b (11) | 0.088 | - | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | e (36) | 0.131 | - | - |
| | | R | - | - | b (14) | 0.060 | - | - |
| | NB | L | - | - | b (10) | 0.109 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table VIII
Future PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | PM PSH | | | | | |
|---|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | E (75) | 0.96 | F (89) | 1.01 | E (69) | 0.94 |
| | | T | D (37) | 0.81 | D (37) | 0.81 | C (33) | 0.78 |
| | | R | A (1) | 0.12 | A (1) | 0.12 | A (1) | 0.12 |
| | WB | L | B (17) | 0.35 | B (17) | 0.36 | B (17) | 0.35 |
| | | T | E (74) | 1.03 | E (75) | 1.04 | E (76) | 1.04 |
| | | R | A (1) | 0.12 | A (2) | 0.15 | A (2) | 0.15 |
| | NB | L | D (38) | 0.66 | D (38) | 0.67 | E (62) | 0.85 |
| | | TR | E (68) | 0.91 | E (75) | 0.94 | F (89) | 0.99 |
| | SB | L | D (41) | 0.71 | F (82) | 0.98 | F (83) | 0.98 |
| | | TR | F (134) | 1.16 | F (188) | 1.30 | F (140) | 1.19 |
| | Overall | | E (62) | 1.16 | E (76) | 1.30 | E (69) | 1.19 |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (194) | 1.30 | F (256) | 1.46 | F (197) | 1.31 |
| | | T | D (47) | 0.67 | D (47) | 0.68 | D (44) | 0.63 |
| | | R | A (2) | 0.10 | A (2) | 0.10 | A (2) | 0.11 |
| | WB | L | D (40) | 0.51 | D (40) | 0.52 | D (38) | 0.46 |
| | | T | E (72) | 0.87 | E (72) | 0.87 | E (76) | 0.87 |
| | | R | D (37) | 0.82 | D (37) | 0.82 | D (36) | 0.79 |
| | NB | L | D (48) | 0.23 | D (48) | 0.24 | E (57) | 0.35 |
| | | TR | E (61) | 0.75 | E (61) | 0.75 | E (74) | 0.86 |
| | SB | L | F (107) | 1.03 | F (107) | 1.04 | F (111) | 1.04 |
| | | T | F (96) | 1.01 | F (96) | 1.01 | E (76) | 0.91 |
| | | R | B (13) | 0.72 | B (15) | 0.74 | B (12) | 0.68 |
| Overall | | E (74) | 1.30 | F (83) | 1.46 | E (75) | 1.31 | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | C (25) | 0.65 | C (25) | 0.64 | - | - |
| | | R | C (34) | 0.88 | C (35) | 0.88 | - | - |
| | NB | T | B (12) | 0.58 | A (9) | 0.61 | - | - |
| | SB | L | C (32) | 0.80 | C (32) | 0.80 | - | - |
| | | T | A (9) | 0.53 | A (9) | 0.54 | - | - |
| Overall | | B (17) | 0.88 | B (17) | 0.88 | - | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | C (34) | 0.79 | C (34) | 0.79 | D (39) | 0.83 |
| | | LT | C (34) | 0.79 | C (34) | 0.79 | D (39) | 0.83 |
| | | R | B (20) | 0.74 | B (20) | 0.74 | B (18) | 0.74 |
| | NB | L | E (73) | 1.05 | F (94) | 1.11 | E (75) | 1.06 |
| | | T | A (4) | 0.37 | A (4) | 0.37 | A (4) | 0.36 |
| | SB | T | D (45) | 0.88 | D (44) | 0.88 | D (43) | 0.88 |
| | | R | B (20) | 0.63 | B (19) | 0.63 | B (18) | 0.62 |
| Overall | | C (32) | 1.05 | C (35) | 1.11 | C (33) | 1.06 | |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table VIII (continued)
Future PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | PM PSH | | | | | |
|---|------------------------|---------------|-------------|---------------|-------------|-------|---------------|-----|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (33) | 0.36 | C (33) | 0.36 | - | - |
| | WB | LTR | C (34) | 0.45 | C (34) | 0.46 | - | - |
| | NB | L | A (5) | 0.11 | A (5) | 0.11 | - | - |
| | | TR | B (14) | 0.68 | B (14) | 0.71 | - | - |
| | SB | L | A (7) | 0.17 | A (8) | 0.17 | - | - |
| | | TR | A (6) | 0.64 | A (6) | 0.66 | - | - |
| Overall | | B (11) | 0.68 | B (12) | 0.71 | - | - | |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (29) | 0.44 | C (31) | 0.58 | - | - |
| | | R | C (26) | 0.64 | C (25) | 0.62 | - | - |
| | WB | L | C (26) | 0.21 | C (25) | 0.20 | - | - |
| | | T | C (25) | 0.09 | C (24) | 0.09 | - | - |
| | NB | R | C (25) | 0.12 | C (25) | 0.20 | - | - |
| | | L | B (16) | 0.73 | B (18) | 0.75 | - | - |
| | SB | TR | A (1) | 0.45 | A (1) | 0.46 | - | - |
| | | L | A (8) | 0.07 | A (8) | 0.07 | - | - |
| Overall | | B (13) | 0.73 | B (13) | 0.75 | - | - | |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | c (15) | 0.136 | c (17) | 0.153 | - | - |
| | SB | L | a (9) | 0.006 | a (9) | 0.006 | - | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | b (12) | 0.251 | b (12) | 0.264 | - | - |
| | NB | LR | d (26) | 0.467 | d (30) | 0.508 | - | - |

Table VIII (continued)
Future PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | PM PSH | | | | | |
|--|------------------------|-----|----------|-------|---------|-------|---------------|-------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | EB | L | - | - | - | - | b (13) | 0.406 |
| | WB | L | a (8) | 0.164 | a (8) | 0.182 | c (22) | 0.703 |
| | NB | LTR | e (47) | 0.890 | f (86) | 1.057 | d (28) | 0.807 |
| | SB | LTR | c (19) | 0.041 | c (21) | 0.047 | b (10) | 0.022 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (119) | 0.761 | f (122) | 0.769 | - | - |
| | | R | b (14) | 0.105 | b (14) | 0.105 | - | - |
| | WB | LTR | b (13) | 0.036 | b (13) | 0.039 | - | - |
| | NB | L | b (11) | 0.029 | b (11) | 0.030 | - | - |
| | SB | L | b (12) | 0.006 | b (12) | 0.007 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | c (18) | 0.087 | c (20) | 0.101 | - | - |
| | | R | b (10) | 0.014 | b (11) | 0.014 | - | - |
| | NB | L | a (8) | 0.011 | a (8) | 0.011 | - | - |
| | SB | L | a (9) | 0.032 | a (9) | 0.034 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | b (14) | 0.149 | b (15) | 0.167 | - | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (8) | 0.022 | a (8) | 0.023 | - | - |
| | NB | LR | c (16) | 0.165 | c (17) | 0.185 | - | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.018 | a (9) | 0.019 | - | - |
| | NB | LR | b (13) | 0.192 | b (13) | 0.207 | - | - |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | - | - | d (27) | 0.300 | - | - |
| | NB | L | - | - | a (9) | 0.021 | - | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | d (30) | 0.254 | - | - |
| | | R | - | - | b (15) | 0.165 | - | - |
| | NB | L | - | - | a (10) | 0.034 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Future Queue Analysis

Queue length conditions at the study intersections were analyzed under the No Build and Build conditions. The 95th percentile queues for each study peak hour are summarized in Table VIII below.

Table IX
Future Queue Analysis

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | | PM PSH | | |
|---|------------------------|------|-------------------|-------------|-------|------------------|-------------|-------|------------------|
| | | | | No Build | Build | Build w/ Mit. | No Build | Build | Build w/ Mit. |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | 325' | 282' | 337' | 313' | 293' | 312' | 299' |
| | | T | - | 580' | 580' | 548' | 599' | 599' | 562' |
| | | R | 310' | 0' | 0' | 0' | 8' | 8' | 8' |
| | WB | L | 180' | 149' | 148' | 148' | 66' | 66' | 65' |
| | | T | - | 657' | 657' | 618' | 789' | 789' | 799' |
| | | R | 560' | 2' | 30' | 28' | 7' | 18' | 18' |
| | NB | L | 150' | 108' | 108' | 122' | 140' | 140' | 182' |
| | | TR | - | 262' | 288' | 307' | 265' | 292' | 297' |
| | SB | L | 300' | 122' | 136' | 142' | 161' | 253' | 255' |
| | | TR | - | 354' | 372' | 408' | 425' | 506' | 476' |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | 330' | 801' | 842' | 829' | 947' | 1068' | 1069' |
| | | T | - | 319' | 321' | 317' | 404' | 411' | 413' |
| | | R | 145' | - | - | - | 12' | 12' | 10' |
| | WB | L | 175' | 105' | 104' | 103' | 156' | 156' | 156' |
| | | T | - | 234' | 240' | 238' | 342' | 345' | 346' |
| | | R | 170' | 230' | 225' | 229' | 376' | 376' | 365' |
| | NB | L | 140' | 54' | 54' | 55' | 116' | 116' | 80' |
| | | TR | 140' | 451' | 454' | 463' | 437' | 438' | 517' |
| | SB | L | 100' | 784' | 792' | 799' | 690' | 693' | 764' |
| | | T | - | 493' | 496' | 496' | 730' | 732' | 926' |
| R | | - | 70' | 104' | 102' | 224' | 245' | 252' | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | 120' | 220' | 215' | - | 195' | 193' | - |
| | | R | - | 370' | 393' | - | 250' | 255' | - |
| | NB | T | - | 168' | 190' | - | 125' | 90' | - |
| | | R | 80' | 0' | 0' | - | 0' | 0' | - |
| | SB | L | 150' | 163' | 163' | - | 155' | 155' | - |
| T | | - | 288' | 295' | - | 183' | 188' | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | 520' | 221' | 228' | 228' | 261' | 264' | 291' |
| | | LT | - | 221' | 228' | 228' | 263' | 266' | 293' |
| | | R | 350' | 167' | 167' | 167' | 195' | 195' | 195' |
| | NB | L | 105' | 341' | 349' | 336' | 317' | 339' | 339' |
| | | T | - | 185' | 185' | 185' | 16' | 16' | 52' |
| | SB | T | - | 219' | 224' | 227' | 396' | 396' | 370' |
| R | | 140' | 64' | 67' | 69' | 169' | 160' | 156' | |

Table IX (continued)
Future Queue Analysis

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | | PM PSH | | |
|--|------------------------|------|-------------------|-------------|-------|------------------|-------------|-------|------------------|
| | | | | No Build | Build | Build w/ Mit. | No Build | Build | Build w/ Mit. |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | - | 93' | 93' | - | 83' | 88' | - |
| | WB | LTR | - | 33' | 38' | - | 113' | 115' | - |
| | NB | L | 130' | 8' | 8' | - | 10' | 10' | - |
| | | TR | - | 255' | 260' | - | 308' | 325' | - |
| | SB | L | 155' | 5' | 5' | - | 15' | 15' | - |
| | | TR | - | 33' | 35' | - | 135' | 138' | - |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | - | 85' | 98' | - | 108' | 153' | - |
| | | R | 140' | 0' | 268' | - | 178' | 175' | - |
| | WB | L | 90' | 273' | 10' | - | 65' | 65' | - |
| | | T | - | 10' | 5' | - | 23' | 23' | - |
| | NB | R | 35' | 5' | 8' | - | 53' | 50' | - |
| | | L | 290' | 8' | 73' | - | 108' | 115' | - |
| | SB | TR | - | 73' | 25' | - | 15' | 15' | - |
| | | L | 290' | 25' | 15' | - | 10' | 13' | - |
| Hemion Road (CR 93) & Dunnigan Drive | TR | - | 25' | 240' | - | 238' | 248' | - | |
| | WB | LR | - | 8' | 8' | - | 13' | 13' | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | SB | L | - | 3' | 3' | - | 0' | 0' | - |
| | WB | L | - | 8' | 8' | - | 25' | 28' | - |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | NB | LR | - | 38' | 45' | - | 60' | 68' | - |
| | EB | L | - | - | - | 205' | - | - | 50' |
| | WB | L | - | 33' | 45' | 263' | 23' | 18' | 140' |
| | NB | LTR | - | 298' | 488' | 135' | 248' | 395' | 203' |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | SB | LTR | - | 5' | 5' | 0' | 3' | 3' | 3' |
| | EB | LT | - | 48' | 48' | - | 98' | 100' | - |
| | | R | 290' | 3' | 3' | - | 8' | 8' | - |
| | WB | LTR | - | 3' | 3' | - | 3' | 3' | - |
| | NB | L | 100' | 3' | 3' | - | 3' | 3' | - |
| SB | L | 120' | 0' | 0' | - | 0' | 0' | - | |
| Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard | EB | L | - | 5' | 8' | - | 8' | 8' | - |
| | | R | - | 3' | 3' | - | 0' | 0' | - |
| | NB | L | - | 3' | 3' | - | 0' | 0' | - |
| | SB | L | - | 5' | 5' | - | 3' | 3' | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | - | 15' | 18' | - | 13' | 15' | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | - | 0' | 0' | - | 3' | 3' | - |
| | NB | LR | - | 40' | 48' | - | 15' | 18' | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | - | 5' | 5' | - | 3' | 3' | - |
| | NB | LR | - | 15' | 15' | - | 18' | 20' | - |

**Table IX (continued)
Future Queue Analysis**

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | | PM PSH | | |
|-------------------------------------|------------------------|----|-------------------|-------------|-------|------------------|-------------|-------|------------------|
| | | | | No Build | Build | Build w/ Mit. | No Build | Build | Build w/ Mit. |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | - | - | 23' | | - | 30' | |
| | NB | L | - | - | 8' | | - | 3' | |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | 10' | | - | 25' | |
| | | R | 195' | - | 5' | | - | 15' | |
| | NB | L | 150' | - | 10' | | - | 3' | |

Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall levels of service “E” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “E” or better, with the exception of the eastbound left turn movement during the weekday morning and evening peak hour, the westbound through movement during the weekday morning peak hour, as well as the southbound left turn and through/right turn movements during the weekday evening peak hour, which operate at level of service “F”. It should be noted that with minor signal timing adjustments, the intersection will operate with levels of service and delays more consistent with the No Build condition.

Additionally, as part of The Project, it is proposed to restripe the eastbound left turn lane to provide 325 FT of storage length and southbound left turn lane to provide 300 FT of storage length at the intersection. Further, it is proposed to modify the radius on the northeast corner of the intersection to help facilitate westbound right turn movements for tractor trailers. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, proposed signal retiming, and restriping of the eastbound and southbound left turn lanes, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

It is anticipated that the restriping of the eastbound and southbound left turn lanes can be accomplished with minor pavement widening and without the need for right-of-way acquisition. The modification of the northeast corner of the intersection would require pavement widening, but it is anticipated to be completed without the acquisition of additional right-of-way. Relocation of the existing traffic signal equipment, crosswalks, and utility poles may be required depending on the final design. The intersection improvements would be phased in such a way to minimize impacts to the existing intersection traffic. Detailed Work Zone Traffic Control Plans will ultimately be prepared for use by the contractor during construction. These improvements, along with the signal timing modifications, would need to be coordinated with the NYSDOT and appropriate utility companies. Funding of the necessary improvements would be provided by the Applicant.

It should be noted that it is not anticipated that the ability of ambulances to utilize Lafayette Avenue to travel to Good Samaritan Hospital just west of this intersection to be degraded. There are paved shoulders and a striped or two-way left turn lane median through Lafayette Avenue corridor between Hemion Road and Airmont Road. These provide space for vehicles to pull off and emergency vehicles to pass in the event of an emergency.

Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall level of service “E” during the weekday morning peak hour and overall level of service “F” during the weekday evening peak hour. Additionally, each movement is anticipated to operate at levels of service “E” or better, with the exception of the eastbound left turn, southbound left turn, and the southbound through movements, which are anticipated to operate at level of service “F” during the weekday morning and evening peak hour. It should be noted that with a minor signal timing adjustment, the intersection will operate at No Build overall level of service “E” and all movements will operate with levels of service and delays more consistent with No Build conditions.

Additionally, as part of The Project, it is proposed to modify the radius on the northwest corner of the intersection to help facilitate southbound right turn movements for tractor trailers. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 8 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

The modification of the northwest corner of the intersection would require pavement widening, but it is anticipated to be completed without the acquisition of additional right-of-way. Relocation of the existing traffic signal equipment, crosswalks, and utility poles may be required depending on the final design. The intersection improvements would be phased in such a way to minimize impacts to the existing intersection traffic. Detailed Work Zone Traffic Control Plans will ultimately be prepared for use by the contractor during construction. These improvements, along with the signal timing modifications, would need to be coordinated with the NYSDOT and appropriate utility companies. Funding of the necessary improvements would be provided by the Applicant.

Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps

With the addition of site generated traffic, intersection is anticipated to operate at overall levels of “C” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “D” or better. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall levels of service “E” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at No Build levels of service “D” or better during the analyzed peak hours, with the exception of the northbound left turn movement, which operates at level of service “F” during the weekday morning and evening peak hour. It should be noted that with minor signal timing adjustments, the northbound left turn movement would operate with delays more consistent with No Build conditions. See Tables VII and VIII for the individual movement levels of service and delays.

Signal timing modifications would need to be coordinated with the operator of the signals. No roadway improvements or additional right-of-way would be necessary.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

Airmont Road (CR 89) & North DeBaun Avenue

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall levels of service “B” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “C” or better during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall level of service “B” during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service No Build “C” or better during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Dunnigan Drive

With the addition of site generated traffic, all movements are anticipated to operate at level of service “C” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Lafayette Avenue (NYS Route 59) & Brookside Avenue

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “D” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table IX for the individual movement 95th percentile queues.

Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive

With the addition of site generated traffic, the northbound movement is anticipated to continue to operate at level of service “F” during the analyzed peak hours.

As part of the project, it is proposed to convert the intersection to multi-way stop control, which would result in all movements operating at level of service “E” or better during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic and the conversion to multi-way stop control, the northbound 95th percentile queue would also be anticipated to be reduced by 18% when compared to No Build conditions and 48% when compared to Build conditions. This would prevent the northbound approach queuing from blocking the Suffern Middle School Driveway along Hemion Road. See Table IX for the individual movement 95th percentile queues.

The application of multi-way stop control would require an evaluation submitted to Rockland County to determine if such control is warranted according to *Manual on Uniform Traffic Control Devices* (MUTCD) criteria. Additional improvements to ensure consistent operations of the Suffern Middle School driveways may also be necessary. Funding of the necessary improvements would be provided by the Applicant.

Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway

With the addition of site generated traffic, all movements are anticipated to operate at levels of service consistent with No-Build conditions with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “D” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Suffern Middle School Egress Driveway

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “C” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Montebello Road (CR 93) & Suffern Middle School Driveway

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “C” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Montebello Road (CR 93) & Montebello Elementary School Driveway

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “B” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Old Mill Road

Old Mill Road intersects Hemion Road to form an unsignalized T-intersection with the eastbound approach of Old Mill Road operating under stop control. The northbound approach of Hemion Road provides a shared left turn/through lane, while the southbound approach provides a shared through/right turn lane. The eastbound approach of Old Mill Road provides a shared left turn/right turn lane.

As designed, all movements are anticipated to operate at levels of service “E” or better during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

As designed, Old Mill Road is anticipated to operate with a 95th percentile queue length of 30 feet. The driveway provides significant throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table IX for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Site Driveway

The site driveway is proposed to intersect Hemion Road to form an unsignalized T-intersection with the eastbound approach of the site driveway operating under stop control. It is proposed to restripe Hemion Road so that the northbound approach is proposed to provide a dedicated left turn lane with 150’ of storage length and a dedicated through lane, while the southbound approach is proposed to provide a dedicated through lane and a dedicated right turn lane with a storage length of 100’. The eastbound approach of the site driveway is proposed to provide a dedicated left turn lane and a dedicated right turn lane with a storage length of 195’.

As designed, the site driveway is anticipated to operate at levels of service “E” or better during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 25 feet. The driveway provides significant throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table IX for the individual movement 95th percentile queues.

Southern Site Driveway Alternative

In the event Old Mill Road cannot be accessed by the Applicant, site access would solely be provided via the full movement driveway at the southern end of the site along Hemion Road (CR 93). An alternative analysis with all trips accessing the site via this driveway is presented below.

Figure 12 illustrates the Build volumes with all trips accessing the site via the driveway at the southern end of the site.

One Site Driveway Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and One Site Driveway conditions and are summarized in Table X below.

Table X
One Site Driveway Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | PM PSH | | | |
|--------------------------------------|------------------------|----|----------|-------|-------------------|-------|----------|-------|-------------------|-------|
| | | | No Build | | One Site Driveway | | No Build | | One Site Driveway | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | | |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | b (16) | 0.078 | c (17) | 0.086 | c (15) | 0.136 | c (16) | 0.150 |
| | SB | L | a (9) | 0.017 | a (9) | 0.018 | a (9) | 0.006 | a (9) | 0.006 |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | e (44) | 0.218 | - | - | d (34) | 0.375 |
| | | R | - | - | b (14) | 0.097 | - | - | c (15) | 0.249 |
| | NB | L | - | - | b (11) | 0.176 | - | - | a (10) | 0.053 |

One Site Driveway Queue Analysis

Queue length conditions at the study intersections were analyzed under the No Build and One Site Driveway conditions. The 95th percentile queues for each study peak hour are summarized in Table XI below.

Table XI
One Site Driveway Queue Analysis

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | PM PSH | |
|--------------------------------------|------------------------|----|----------------|----------|-------------------|----------|-------------------|
| | | | | No Build | One Site Driveway | No Build | One Site Driveway |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | - | 8' | 8' | 13' | 13' |
| | SB | L | - | 3' | 3' | 0' | 0' |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | 20' | - | 40' |
| | | R | 190' | - | 8' | - | 25' |
| | NB | L | 150' | - | 15' | - | 5' |

Hemion Road (CR 93) & Dunnigan Drive

With the addition of site generated traffic, all movements are anticipated to operate at level of service “C” or better with little to no change in delay during the analyzed peak hours. See Table X for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. See Table XI for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Site Driveway

The site driveway is proposed to intersect Hemion Road to form an unsignalized T-intersection with the eastbound approach of the site driveway operating under stop control. It is proposed to restripe Hemion Road so that the northbound approach is proposed to provide a dedicated left turn lane with 150' of storage length and a dedicated through lane, while the southbound approach is proposed to provide a dedicated through lane and a dedicated right turn lane with a storage length of 100'. The eastbound approach of the site driveway is proposed to provide a dedicated left turn lane and a dedicated right turn lane with a storage length of 195'.

Trucks shall be restricted to left-in/right-out movements at the site driveway. As noted above, the restriction will be accomplished via signage, pavement markings, and communication with drivers on site.

As designed, the site driveway is anticipated to operate at levels of service "E" or better during the analyzed peak hours. See Table X for the individual movement levels of service and delays.

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 40 feet. The driveway provides significant throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table XI for the individual movement 95th percentile queues.

Based on this alternative analysis, it is anticipated that the site driveway would operate sufficiently even if all trips accessed the site via one driveway.

Alternative Land Use Code Future Conditions

As requested, additional trip generation projections were prepared using LUC 130 – Industrial Park, as published by ITE. Note, based on data published by the ITE in the 5th Edition of the *Parking Generation Manual*, LUC 130 has an average peak parking demand of 1.20 vehicles per 1,000 SF which translates to a projected parking demand of 1,466 vehicles. The site as currently proposed provides a total of 661 parking stalls, less than 50% of the ITE's average peak parking demand for LUC 130. Therefore, it is not anticipated the current development proposal could support an industrial park development. However, in an effort to present a conservative assessment, the alternative land use analysis is presented below. Table XII summarizes the trip generation for each of the three proposed buildings as well as the total trip generation for The Project under LUC 130.

Table XII
Proposed Trip Generation – LUC 130 (Industrial Park)

| Trip Type | | AM PSH | | | PM PSH | | |
|--|--------------|------------|-----------|------------|-----------|------------|------------|
| | | In | Out | Total | In | Out | Total |
| Building 1 – 963,100 SF Industrial Park | Total | 265 | 62 | 327 | 72 | 255 | 327 |
| | Trucks | 18 | 21 | 39 | 15 | 24 | 39 |
| | Cars | 247 | 41 | 288 | 57 | 231 | 288 |
| Building 2 – 170,500 SF Industrial Park | Total | 47 | 11 | 58 | 13 | 45 | 58 |
| | Trucks | 3 | 4 | 7 | 3 | 4 | 7 |
| | Cars | 44 | 7 | 51 | 10 | 41 | 51 |
| Building 3 – 88,200 SF Industrial Park | Total | 24 | 6 | 30 | 7 | 23 | 30 |
| | Trucks | 2 | 2 | 4 | 2 | 2 | 4 |
| | Cars | 22 | 4 | 26 | 5 | 21 | 26 |
| Total | Total | 336 | 79 | 415 | 92 | 323 | 415 |
| | Trucks | 23 | 27 | 50 | 20 | 30 | 50 |
| | Cars | 313 | 52 | 365 | 72 | 293 | 365 |

The trips were distributed to the adjacent roadway network as shown in Figures 6 and 8. Figures 13-15 illustrate LUC 130 Car Site Generated Volumes, LUC 130 Truck Site Generated Volumes, and the LUC 130 Total Site Generated Volumes, respectively. The LUC 130 Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the LUC 130 Build traffic volumes, which are shown in Figure 16.

Alternate Land Use Code Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and LUC 130 Build conditions and are summarized in Table XIII and Table XIV.

Table XIII
Alternate Land Use Code Future AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | | |
|---|------------------------|---------------|-------------|---------------|-------------|---------------|---------------|------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | F (115) | 1.09 | F (241) | 1.42 | F (107) | 1.01 |
| | | T | E (80) | 1.02 | F (86) | 1.04 | E (68) | 0.98 |
| | | R | A (1) | 0.08 | A (1) | 0.08 | A (1) | 0.08 |
| | WB | L | D (44) | 0.74 | D (45) | 0.75 | D (49) | 0.78 |
| | | T | F (100) | 1.09 | F (107) | 1.11 | F (93) | 1.07 |
| | | R | A (1) | 0.13 | A (4) | 0.31 | A (4) | 0.29 |
| | NB | L | D (38) | 0.67 | D (39) | 0.68 | D (43) | 0.70 |
| | | TR | D (44) | 0.69 | D (49) | 0.79 | E (59) | 0.84 |
| | SB | L | C (31) | 0.58 | E (63) | 0.89 | E (67) | 0.74 |
| | | TR | E (57) | 0.89 | E (59) | 0.91 | E (67) | 0.94 |
| Overall | | E (68) | 1.09 | F (84) | 1.42 | E (68) | 1.07 | |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (131) | 1.15 | F (183) | 1.28 | F (128) | 1.14 |
| | | T | D (44) | 0.60 | D (43) | 0.60 | D (40) | 0.54 |
| | | R | A (1) | 0.03 | A (1) | 0.03 | A (1) | 0.03 |
| | WB | L | D (39) | 0.34 | D (38) | 0.33 | D (37) | 0.33 |
| | | T | E (68) | 0.81 | E (69) | 0.82 | E (71) | 0.82 |
| | | R | D (36) | 0.74 | C (34) | 0.70 | C (33) | 0.68 |
| | NB | L | C (27) | 0.11 | C (28) | 0.11 | C (38) | 0.13 |
| | | TR | E (57) | 0.77 | E (58) | 0.78 | E (70) | 0.90 |
| | SB | L | F (161) | 1.21 | F (166) | 1.22 | F (156) | 1.19 |
| | | T | F (91) | 0.95 | F (91) | 0.95 | F (91) | 0.95 |
| R | | A (5) | 0.58 | A (9) | 0.68 | A (9) | 0.67 | |
| Overall | | E (73) | 1.21 | F (81) | 1.28 | E (75) | 1.19 | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | C (21) | 0.65 | B (20) | 0.62 | - | - |
| | | R | D (44) | 0.93 | D (47) | 0.94 | - | - |
| | NB | T | C (20) | 0.78 | C (27) | 0.86 | - | - |
| | SB | L | D (37) | 0.78 | D (37) | 0.78 | - | - |
| | | T | C (23) | 0.47 | C (24) | 0.50 | - | - |
| Overall | | C (27) | 0.93 | C (29) | 0.94 | - | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | D (42) | 0.86 | D (45) | 0.89 | D (42) | 0.87 |
| | | LT | D (42) | 0.86 | D (45) | 0.89 | D (42) | 0.87 |
| | | R | C (29) | 0.79 | C (28) | 0.78 | C (26) | 0.76 |
| | NB | L | F (333) | 1.67 | F (389) | 1.79 | F (317) | 1.63 |
| | | T | B (13) | 0.61 | B (13) | 0.62 | B (15) | 0.62 |
| | SB | T | C (25) | 0.69 | C (29) | 0.70 | c (33) | 0.78 |
| | | R | A (7) | 0.51 | A (10) | 0.51 | B (11) | 0.55 |
| Overall | | E (59) | 1.67 | E (67) | 1.79 | E (60) | 1.63 | |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XIII (continued)
Alternate Land Use Code Future AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | | |
|---|------------------------|-----|---------------|-------------|---------------|-------------|---------------|-----|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (34) | 0.39 | C (33) | 0.38 | - | - |
| | WB | LTR | C (30) | 0.14 | C (31) | 0.20 | - | - |
| | NB | L | A (4) | 0.09 | A (4) | 0.09 | - | - |
| | | TR | A (10) | 0.62 | B (11) | 0.65 | - | - |
| | SB | L | A (5) | 0.07 | A (6) | 0.07 | - | - |
| | | TR | A (2) | 0.59 | A (3) | 0.62 | - | - |
| Overall | | | A (7) | 0.62 | A (8) | 0.65 | - | - |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (22) | 0.31 | C (22) | 0.36 | - | - |
| | | R | C (27) | 0.77 | C (26) | 0.77 | - | - |
| | WB | L | B (19) | 0.03 | C (26) | 0.05 | - | - |
| | | T | B (19) | 0.04 | B (19) | 0.04 | - | - |
| | NB | R | B (19) | 0.03 | B (19) | 0.03 | - | - |
| | | L | B (11) | 0.51 | B (13) | 0.56 | - | - |
| | SB | TR | A (2) | 0.45 | A (2) | 0.45 | - | - |
| | | L | B (11) | 0.07 | B (11) | 0.07 | - | - |
| Overall | | | B (14) | 0.77 | B (15) | 0.77 | - | - |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | c (16) | 0.078 | c (19) | 0.102 | - | - |
| | SB | L | a (9) | 0.017 | a (10) | 0.020 | - | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | a (10) | 0.094 | a (10) | 0.097 | - | - |
| | NB | LR | c (17) | 0.347 | c (20) | 0.428 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XIII (continued)
Alternate Land Use Code Future AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | AM PSH | | | | | |
|--|------------------------|--------|----------|--------|--------------|-------------|---------------|-------------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | EB | L | - | - | - | - | E (59) | 0.98 |
| | WB | L | a (10) | 0.306 | b (12) | 0.467 | E (60) | 0.99 |
| | | TR | | | | | A (6) | 0.09 |
| | NB | LTR | f (89) | 1.02 | f (426) | 1.821 | D (45) | 0.86 |
| | SB | LTR | e (38) | 0.050 | f (82) | 0.107 | C (23) | 0.02 |
| Overall | | | - | - | - | - | D (52) | 0.99 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (82) | 0.455 | f (82) | 0.455 | - | - |
| | | R | b (12) | 0.039 | b (13) | 0.042 | - | - |
| | WB | LTR | b (14) | 0.028 | b (15) | 0.030 | - | - |
| | NB | L | a (10) | 0.031 | b (10) | 0.033 | - | - |
| SB | L | b (10) | 0.007 | b (11) | 0.008 | - | - | |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | d (26) | 0.073 | d (31) | 0.089 | - | - |
| | | R | b (13) | 0.034 | b (14) | 0.038 | - | - |
| | NB | L | a (9) | 0.016 | a (9) | 0.018 | - | - |
| | SB | L | a (9) | 0.074 | a (9) | 0.076 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | c (17) | 0.162 | c (19) | 0.183 | - | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (9) | 0.013 | a (9) | 0.013 | - | - |
| | NB | LR | c (21) | 0.362 | c (24) | 0.406 | - | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.068 | a (8) | 0.069 | - | - |
| | NB | LR | b (13) | 0.166 | b (14) | 0.177 | - | - |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | - | - | f (88) | 0.544 | - | - |
| | NB | L | - | - | b (12) | 0.182 | - | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | B (18) | 0.18 | - | - |
| | | R | - | - | C (27) | 0.64 | - | - |
| | NB | L | - | - | A (8) | 0.39 | - | - |
| | | T | - | - | A (3) | 0.50 | - | - |
| | SB | T | - | - | B (13) | 0.82 | - | - |
| | | R | - | - | A (5) | 0.14 | - | - |
| Overall | | | - | - | A (8) | 0.82 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XIV
Alternate Land Use Code Future PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | PM PSH | | | | | |
|---|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | E (75) | 0.96 | F (97) | 1.04 | E (74) | 0.87 |
| | | T | D (37) | 0.81 | D (37) | 0.81 | D (39) | 0.84 |
| | | R | A (1) | 0.12 | A (1) | 0.12 | A (1) | 0.12 |
| | WB | L | B (17) | 0.35 | B (17) | 0.36 | B (18) | 0.38 |
| | | T | E (74) | 1.03 | E (75) | 1.04 | E (75) | 1.04 |
| | | R | A (1) | 0.12 | A (2) | 0.17 | A (2) | 0.17 |
| | NB | L | D (38) | 0.66 | D (38) | 0.67 | E (60) | 0.84 |
| | | TR | E (68) | 0.91 | E (77) | 0.95 | E (76) | 0.95 |
| | SB | L | D (41) | 0.71 | F (142) | 1.18 | E (60) | 0.81 |
| | | TR | F (134) | 1.16 | F (244) | 1.44 | F (141) | 1.20 |
| | Overall | | E (62) | 1.16 | F (92) | 1.44 | E (69) | 1.20 |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (194) | 1.30 | F (295) | 1.55 | F (193) | 1.30 |
| | | T | D (47) | 0.67 | D (48) | 0.69 | D (43) | 0.61 |
| | | R | A (2) | 0.10 | A (2) | 0.10 | A (1) | 0.11 |
| | WB | L | D (40) | 0.51 | D (40) | 0.53 | D (37) | 0.45 |
| | | T | E (72) | 0.87 | E (72) | 0.87 | E (79) | 0.89 |
| | | R | D (37) | 0.82 | D (37) | 0.82 | D (39) | 0.80 |
| | NB | L | D (48) | 0.23 | D (48) | 0.24 | E (61) | 0.37 |
| | | TR | E (61) | 0.75 | E (61) | 0.75 | E (78) | 0.88 |
| | SB | L | F (107) | 1.03 | F (107) | 1.04 | F (124) | 1.07 |
| | | T | F (96) | 1.01 | F (96) | 1.01 | F (82) | 0.93 |
| | | R | B (13) | 0.72 | B (16) | 0.76 | B (13) | 0.69 |
| Overall | | E (74) | 1.30 | F (89) | 1.55 | E (78) | 1.29 | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | C (25) | 0.65 | C (24) | 0.62 | - | - |
| | | R | C (34) | 0.88 | D (36) | 0.88 | - | - |
| | NB | T | B (12) | 0.58 | A (10) | 0.63 | - | - |
| | SB | L | C (32) | 0.80 | C (32) | 0.80 | - | - |
| | | T | A (9) | 0.53 | A (10) | 0.55 | - | - |
| Overall | | B (17) | 0.88 | B (17) | 0.88 | - | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | C (34) | 0.79 | C (35) | 0.80 | D (42) | 0.85 |
| | | LT | C (34) | 0.79 | C (35) | 0.80 | D (42) | 0.85 |
| | | R | B (20) | 0.74 | B (19) | 0.73 | B (18) | 0.73 |
| | NB | L | E (73) | 1.05 | F (104) | 1.14 | E (68) | 1.03 |
| | | T | A (4) | 0.37 | A (4) | 0.37 | A (5) | 0.36 |
| | SB | T | D (45) | 0.88 | D (44) | 0.89 | D (47) | 0.92 |
| | | R | B (20) | 0.63 | B (19) | 0.63 | B (18) | 0.63 |
| Overall | | C (32) | 1.05 | D (36) | 1.14 | C (34) | 1.03 | |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XIV (continued)
Alternate Land Use Code Future PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | PM PSH | | | | | |
|---|------------------------|---------------|-------------|---------------|-------------|-------|---------------|-----|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (33) | 0.36 | C (33) | 0.36 | - | - |
| | WB | LTR | C (34) | 0.45 | C (35) | 0.46 | - | - |
| | NB | L | A (5) | 0.11 | A (5) | 0.11 | - | - |
| | | TR | B (14) | 0.68 | B (15) | 0.73 | - | - |
| | SB | L | A (7) | 0.17 | A (8) | 0.18 | - | - |
| | | TR | A (6) | 0.64 | A (6) | 0.66 | - | - |
| Overall | | B (11) | 0.68 | B (12) | 0.72 | | | |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (29) | 0.44 | C (29) | 0.65 | - | - |
| | | R | C (26) | 0.64 | C (22) | 0.54 | - | - |
| | WB | L | C (26) | 0.21 | C (22) | 0.17 | - | - |
| | | T | C (25) | 0.09 | C (22) | 0.07 | - | - |
| | NB | R | C (25) | 0.12 | C (22) | 0.17 | - | - |
| | | L | B (16) | 0.73 | C (26) | 0.81 | - | - |
| | SB | TR | A (1) | 0.45 | A (2) | 0.50 | - | - |
| | | L | A (8) | 0.07 | A (9) | 0.08 | - | - |
| Overall | | B (13) | 0.73 | B (15) | 0.81 | | | |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | c (15) | 0.136 | c (18) | 0.169 | - | - |
| | SB | L | a (9) | 0.006 | a (9) | 0.007 | - | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | b (12) | 0.251 | b (13) | 0.274 | - | - |
| | NB | LR | d (26) | 0.467 | d (33) | 0.546 | - | - |

a (#) – Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) – Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XIV (continued)
Alternate Land Use Code Future PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | PM PSH | | | | | |
|--|------------------------|--------|----------|--------|---------------|-------------|---------------|-------------|
| | | | No Build | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | EB | L | - | - | - | - | C (29) | 0.83 |
| | WB | L | a (8) | 0.164 | a (8) | 0.187 | B (17) | 0.61 |
| | | TR | | | | | B (11) | 0.23 |
| | NB | LTR | e (47) | 0.890 | f (135) | 1.201 | B (18) | 0.78 |
| | SB | LTR | c (19) | 0.041 | c (23) | 0.053 | B (10) | 0.02 |
| Overall | | | - | - | - | - | B (18) | 0.83 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (119) | 0.761 | f (122) | 0.769 | - | - |
| | | R | b (14) | 0.105 | b (14) | 0.114 | - | - |
| | WB | LTR | b (13) | 0.036 | b (13) | 0.039 | - | - |
| | NB | L | b (11) | 0.029 | b (11) | 0.030 | - | - |
| SB | L | b (12) | 0.006 | b (12) | 0.007 | - | - | |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | c (18) | 0.087 | c (22) | 0.115 | - | - |
| | | R | b (10) | 0.014 | b (11) | 0.014 | - | - |
| | NB | L | a (8) | 0.011 | a (8) | 0.011 | - | - |
| | SB | L | a (9) | 0.032 | a (9) | 0.037 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | b (14) | 0.149 | c (16) | 0.185 | - | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (8) | 0.022 | a (8) | 0.024 | - | - |
| | NB | LR | c (16) | 0.165 | c (19) | 0.205 | - | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.018 | a (9) | 0.020 | - | - |
| | NB | LR | b (13) | 0.192 | b (14) | 0.222 | - | - |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | - | - | f (51) | 0.659 | - | - |
| | NB | L | - | - | a (10) | 0.033 | - | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | B (17) | 0.39 | - | - |
| | | R | - | - | C (20) | 0.65 | - | - |
| | NB | L | - | - | A (8) | 0.14 | - | - |
| | | T | - | - | A (5) | 0.46 | - | - |
| | SB | T | - | - | B (14) | 0.83 | - | - |
| | | R | - | - | A (3) | 0.03 | - | - |
| Overall | | | - | - | B (11) | 0.83 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Alternate Land Use Code Future Queue Analysis

Queue length conditions at the study intersections were analyzed under the No Build and LUC 130 Build conditions. The 95th percentile queues for each study peak hour are summarized in Table XV below.

Table XV
Alternate Land Use Code Future Queue Analysis

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | | PM PSH | | |
|---|------------------------|------|-------------------|-------------|-------|------------------|-------------|-------|------------------|
| | | | | No Build | Build | Build w/ Mit. | No Build | Build | Build w/ Mit. |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | 325' | 282' | 390' | 187' | 293' | 320' | 168' |
| | | T | - | 580' | 580' | 538' | 599' | 599' | 611' |
| | | R | 310' | 0' | 0' | 147' | 8' | 8' | 9' |
| | WB | L | 180' | 149' | 148' | 147' | 66' | 66' | 67' |
| | | T | - | 657' | 657' | 597' | 789' | 789' | 789' |
| | | R | 560' | 2' | 33' | 30' | 7' | 24' | 24' |
| | NB | L | 150' | 108' | 108' | 116' | 140' | 140' | 181' |
| | | TR | - | 262' | 318' | 367' | 265' | 298' | 297' |
| | SB | L | 300' | 122' | 170' | 113' | 161' | 331' | 185' |
| | | TR | - | 354' | 381' | 446' | 425' | 583' | 534' |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | 330' | 801' | 903' | 879' | 947' | 1145' | 1138' |
| | | T | - | 319' | 321' | 314' | 404' | 421' | 421' |
| | | R | 145' | - | 0' | 0' | 12' | 12' | 10' |
| | WB | L | 175' | 105' | 104' | 103' | 156' | 156' | 155' |
| | | T | - | 234' | 247' | 243' | 342' | 345' | 350' |
| | | R | 170' | 230' | 225' | 248' | 376' | 376' | 387' |
| | NB | L | 140' | 54' | 55' | 59' | 116' | 116' | 83' |
| | | TR | 140' | 451' | 457' | 547' | 437' | 438' | 535' |
| | SB | L | 100' | 784' | 799' | 837' | 690' | 693' | 797' |
| | | T | - | 493' | 497' | 511' | 730' | 732' | 955' |
| R | | - | 70' | 131' | 136' | 224' | 262' | 279' | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | 120' | 220' | 213' | - | 195' | 190' | - |
| | | R | - | 370' | 400' | - | 250' | 263' | - |
| | NB | T | - | 168' | 203' | - | 125' | 98' | - |
| | | R | 80' | 0' | 0' | - | 0' | 0' | - |
| | SB | L | 150' | 163' | 160' | - | 155' | 153' | - |
| T | - | 288' | 298' | - | 183' | 190' | - | | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | 520' | 221' | 231' | 226' | 261' | 268' | 326' |
| | | LT | - | 221' | 233' | 227' | 263' | 269' | 327' |
| | | R | 350' | 167' | 167' | 163' | 195' | 195' | 194' |
| | NB | L | 105' | 341' | 365' | 350' | 317' | 349' | 335' |
| | | T | - | 185' | 185' | 189' | 16' | 16' | 16' |
| | SB | T | - | 219' | 225' | 230' | 396' | 396' | 370' |
| R | 140' | 64' | 64' | 69' | 169' | 157' | 153' | | |

Table XV (continued)
Alternate Land Use Code Future Queue Analysis

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | | PM PSH | | |
|--|------------------------|------|-------------------|-------------|-------|------------------|-------------|-------|------------------|
| | | | | No Build | Build | Build w/ Mit. | No Build | Build | Build w/ Mit. |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | - | 93' | 93' | - | 83' | 88' | - |
| | WB | LTR | - | 33' | 48' | - | 113' | 115' | - |
| | NB | L | 130' | 8' | 8' | - | 10' | 10' | - |
| | | TR | - | 255' | 270' | - | 308' | 338' | - |
| | SB | L | 155' | 5' | 5' | - | 15' | 18' | - |
| | | TR | - | 33' | 35' | - | 135' | 140' | - |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | - | 85' | 100' | - | 108' | 195' | - |
| | | R | 140' | 0' | 268' | - | 178' | 160' | - |
| | WB | L | 90' | 273' | 10' | - | 65' | 60' | - |
| | | T | - | 10' | 5' | - | 23' | 23' | - |
| | NB | R | 35' | 5' | 8' | - | 53' | 48' | - |
| | | L | 290' | 8' | 75' | - | 108' | 155' | - |
| | SB | TR | - | 73' | 25' | - | 15' | 18' | - |
| | | L | 290' | 25' | 15' | - | 10' | 13' | - |
| Hemion Road (CR 93) & Dunnigan Drive | TR | - | 25' | 260' | - | 238' | 275' | - | |
| | WB | LR | - | 8' | 8' | - | 13' | 15' | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | SB | L | - | 3' | 3' | - | 0' | 0' | - |
| | WB | L | - | 8' | 8' | - | 25' | 28' | - |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | NB | LR | - | 38' | 53' | - | 60' | 75' | - |
| | EB | L | - | - | - | 483' | - | - | 153' |
| | | L | - | 33' | 63' | 480' | 23' | 18' | 103' |
| | WB | TR | - | - | - | 23' | - | - | 55' |
| | NB | LTR | - | 298' | 678' | 335' | 248' | 560' | 268' |
| SB | LTR | - | 5' | 8' | 3' | 3' | 5' | 3' | |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | - | 48' | 48' | - | 98' | 100' | - |
| | | R | 290' | 3' | 3' | - | 8' | 10' | - |
| | WB | LTR | - | 3' | 3' | - | 3' | 3' | - |
| | NB | L | 100' | 3' | 3' | - | 3' | 3' | - |
| SB | L | 120' | 0' | 0' | - | 0' | 0' | - | |
| Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard | EB | L | - | 5' | 10' | - | 8' | 10' | - |
| | | R | - | 3' | 3' | - | 0' | 0' | - |
| | NB | L | - | 3' | 3' | - | 0' | 0' | - |
| | SB | L | - | 5' | 5' | - | 3' | 3' | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | - | 15' | 20' | - | 13' | 18' | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | - | 0' | 0' | - | 3' | 3' | - |
| | NB | LR | - | 40' | 55' | - | 15' | 20' | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | - | 5' | 5' | - | 3' | 3' | - |
| | NB | LR | - | 15' | 18' | - | 18' | 20' | - |

**Table XV (continued)
Alternate Land Use Code Future Queue Analysis**

| Intersection | Direction/ Movement | | Storage Length | AM PSH | | | PM PSH | | |
|-------------------------------------|------------------------|----|-------------------|-------------|-------|------------------|-------------|-------|------------------|
| | | | | No Build | Build | Build w/ Mit. | No Build | Build | Build w/ Mit. |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | - | - | 60' | - | - | 100' | - |
| | NB | L | - | - | 18' | - | - | 3' | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | - | - | 38' | - | - | 38' | - |
| | | R | 195' | - | 10' | - | - | 10' | - |
| | NB | L | 150' | - | 5' | - | - | 5' | - |
| | | T | - | - | 58' | - | - | 58' | - |
| | SB | T | - | - | 205' | - | - | 205' | - |
| | | R | 100' | - | 5' | - | - | 5' | - |

Lafayette Avenue (NYS Route 59) & Campbell Avenue/Hemion Road

With the addition of site generated traffic, the intersection is anticipated to operate at overall level of service “F” during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “E” or better, with the exception of the eastbound left turn movement during the weekday morning and evening peak hour, the eastbound through and westbound through movements during the weekday morning peak hour, as well as the southbound left turn and through/right turn movements during the weekday evening peak hour, which operate at level of service “F”.

Under this condition, it is proposed to widen the eastbound and southbound approaches to provide two dedicated left turn lanes at each approach. Further, it is proposed to modify the radius on the northeast corner of the intersection to help facilitate westbound right turn movements for tractor trailers. With these proposed improvements, the intersection is anticipated to operate at overall No Build level of service “E” and all movements will operate with levels of service and delays more consistent with No Build conditions. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic, proposed signal retiming, and construction of additional left turn lanes, there is anticipated to be a maximum increase of approximately 3 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

The improvements required under this condition would require pavement widening along both the southbound and eastbound approaches to accommodate the proposed left turn lanes. Right-of-way acquisition would be required. Relocation of the existing traffic signal equipment, crosswalks, and utility poles may be required depending on the final design. The intersection improvements would be phased in such a way to minimize impacts to the existing intersection traffic. Detailed Work Zone Traffic Control Plans will ultimately be prepared for use by the contractor during construction. These improvements, along with the signal timing modifications, would need to be coordinated with the NYSDOT and appropriate utility companies.

Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89)

With the addition of site generated traffic, the intersection is anticipated to operate at overall level of service “F” during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “E” or better, with the exception of the eastbound left turn, southbound left turn, and the southbound through movements, which are anticipated to operate at level of service “F” during the weekday morning and evening peak hour. It should be noted that with a minor signal timing adjustment, the intersection will operate at No Build overall level of service “E” and all movements will operate with levels of service and delays more consistent with No Build conditions. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 9 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

The modification of the northwest corner of the intersection would require pavement widening, but it is anticipated to be completed without the acquisition of additional right-of-way. Relocation of the existing traffic signal equipment, crosswalks, and utility poles may be required depending on the final design. The intersection improvements would be phased in such a way to minimize impacts to the existing intersection traffic. Detailed Work Zone Traffic Control Plans will ultimately be prepared for use by the contractor during construction. These improvements, along with the signal timing modifications, would need to be coordinated with the NYSDOT and appropriate utility companies.

Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps

With the addition of site generated traffic, intersection is anticipated to operate at overall levels of “C” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “D” or better. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps

With the addition of site generated traffic, the intersection is anticipated to operate at overall levels of service “E” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “D” or better during the analyzed peak hours, with the exception of the northbound left turn movement, which operates at level of service “F” during the weekday morning and evening peak hour. It should be noted that with minor signal timing adjustments, the northbound left turn movement would operate at with delays more consistent with No Build conditions during the weekday morning peak hour and level of service “E” during the weekday evening peak hour. See Tables XIII and XIV for the individual movement levels of service and delays.

Signal timing modifications would need to be coordinated with the operator of the signals. No roadway improvements or additional right-of-way would be necessary.

With the addition of site generated traffic and proposed signal retiming, there is anticipated to be a maximum increase of approximately 3 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

Airmont Road (CR 89) & North DeBaun Avenue

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall levels of service “B” or better during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “C” or better during the analyzed peak hours. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard

With the addition of site generated traffic, the intersection is anticipated to operate at No Build overall level of service “B” during the analyzed peak hours. Additionally, each movement is anticipated to operate at levels of service “C” or better during the analyzed peak hours. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 4 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Dunnigan Drive

With the addition of site generated traffic, all movements are anticipated to operate at level of service “C” or better with little to no change in delay during the analyzed peak hours. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. See Table XV for the individual movement 95th percentile queues.

Lafayette Avenue (NYS Route 59) & Brookside Avenue

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “D” or better during the analyzed peak hours. See Tables XI and XIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be a maximum increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table XV for the individual movement 95th percentile queues.

Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive

With the addition of site generated traffic, the northbound movement is anticipated to continue to operate at level of service “F” during the analyzed peak hours.

Under this condition, it is proposed to signalize the intersection and provide a dedicated westbound left turn lane, which would result in all movements operating at level of service “E” or better during the analyzed peak hours. See Tables XIII and XIV for the individual movement levels of service and delays.

With the addition of site generated traffic and the signalization of the intersection, there is anticipated to be a maximum increase of approximately 2 vehicles in the 95th percentile queues for the northbound approach at the intersection. This would prevent the northbound approach queuing from blocking the Suffern Middle School Driveways along Hemion Road. See Table XV for the individual movement 95th percentile queues.

The signalization of the intersection would require a signal warrant evaluation submitted to Rockland County to determine if such control is warranted according to *Manual on Uniform Traffic Control Devices* (MUTCD) criteria. Pavement widening and potential right-of-way acquisition would be required to accommodate the proposed westbound left turn lane. Additional improvements to ensure consistent operations of the Suffern Middle School driveways may also be necessary. Construction should be scheduled during the summertime to occur during school breaks.

Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway

With the addition of site generated traffic, all movements are anticipated to operate at levels of service consistent with No-Build conditions with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table IX for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Suffern Middle School Ingress Driveway/Ramapo Cirque Boulevard

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “D” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table XV for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Suffern Middle School Egress Driveway

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “C” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table XV for the individual movement 95th percentile queues.

Montebello Road (CR 93) & Suffern Middle School Driveway

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “C” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table XV for the individual movement 95th percentile queues.

Montebello Road (CR 93) & Montebello Elementary School Driveway

With the addition of site generated traffic, all movements are anticipated to operate at No Build level of service “B” or better with little to no change in delay during the analyzed peak hours. See Tables VII and VIII for the individual movement levels of service and delays.

With the addition of site generated traffic, there is anticipated to be an increase of less than 1 vehicle in the 95th percentile queues for all movements at the intersection. See Table XV for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Old Mill Road

Old Mill Road intersects Hemion Road to form an unsignalized T-intersection with the eastbound approach of Old Mill Road operating under stop control. The northbound approach of Hemion Road provides a shared left turn/through lane, while the southbound approach provides a shared through/right turn lane. The eastbound approach of Old Mill Road provides a shared left turn/right turn lane.

As designed, Old Mill Road is anticipated to operate at level of service “F” during the analyzed peak hours. It should be noted that with the proposed signalization of the site driveway, a larger percentage of vehicles would be anticipated to enter and exit the site via the signalized intersection. Additionally, it is anticipated Old Mill will operate at better than the theoretically calculated results, as the capacity analysis procedures are based on random traffic flow on the arterial roadway, whereas platooned traffic flow would be present in each direction of Hemion Road, due to the presence of the proposed traffic signals located along Hemion Road at the site driveway and Montebello Road. Platooned traffic flow affords side road vehicles longer gaps in the main road traffic flow in which to perform their traffic movement. See Tables VII and VIII for the individual movement levels of service and delays.

As designed, Old Mill Road is anticipated to operate with a 95th percentile queue length of 100 feet. The driveway provides significant throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table XV for the individual movement 95th percentile queues.

Hemion Road (CR 93) & Site Driveway

Under this condition, the site driveway is proposed to intersect Hemion Road to form a T-intersection controlled by a traffic signal. It is proposed to restripe Hemion Road so that the northbound approach is proposed to provide a dedicated left turn lane with 150' of storage length and a dedicated through lane, while the southbound approach is proposed to provide a dedicated through lane and a dedicated right turn lane with a storage length of 100'. The eastbound approach of the site driveway is proposed to provide a dedicated left turn lane and a dedicated right turn lane with a storage length of 195'.

As designed, the site driveway is anticipated to operate at overall levels of service “B” or better during the analyzed peak hours. Additionally, all movements are anticipated to operate at levels of service “C” or better during the analyzed peak hours. See Tables XIII and XIV for the individual movement levels of service and delays.

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 38 feet. The driveway provides significant throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table XV for the individual movement 95th percentile queues.

Project vs Alternate Land Use Code Capacity Analysis

Tables XVI and XVII below compare the levels of service, delays, and vehicle-to-capacity ratios for the Build and Build w/ Mitigation conditions for The Project utilizing LUC 150 – Warehousing and the Alternate Future conditions utilizing LUC 130 – Industrial Park.

Table XVI
Future vs Alternate Land Use Code AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | Proposed Action (LUC 150) | | | | Alternative Action (LUC 130) | | | |
|--|------------------------|---------------|---------------------------|---------------|---------------|---------------|------------------------------|---------------|---------------|------|
| | | | Build | | Build w/ Mit. | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | F (174) | 1.25 | F (125) | 1.12 | F (241) | 1.42 | F (107) | 1.01 |
| | | T | F (83) | 1.03 | E (69) | 0.98 | F (86) | 1.04 | E (68) | 0.98 |
| | | R | A (1) | 0.08 | A (1) | 0.08 | A (1) | 0.08 | A (1) | 0.08 |
| | WB | L | D (45) | 0.74 | D (47) | 0.76 | D (45) | 0.75 | D (49) | 0.78 |
| | | T | F (105) | 1.10 | F (105) | 1.10 | F (107) | 1.11 | F (93) | 1.07 |
| | | R | A (5) | 0.25 | A (4) | 0.24 | A (4) | 0.31 | A (4) | 0.29 |
| | NB | L | D (39) | 0.68 | D (46) | 0.73 | D (39) | 0.68 | D (43) | 0.70 |
| | | TR | D (46) | 0.73 | D (54) | 0.80 | D (49) | 0.79 | E (59) | 0.84 |
| | SB | L | D (38) | 0.69 | D (41) | 0.72 | E (63) | 0.89 | E (67) | 0.74 |
| | | TR | E (58) | 0.90 | E (61) | 0.91 | E (59) | 0.91 | E (67) | 0.94 |
| Overall | | E (75) | 1.25 | E (70) | 1.12 | F (84) | 1.42 | E (68) | 1.07 | |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (149) | 1.19 | F (136) | 1.16 | F (183) | 1.28 | F (128) | 1.14 |
| | | T | D (44) | 0.60 | D (43) | 0.45 | D (43) | 0.60 | D (40) | 0.54 |
| | | R | A (1) | 0.03 | A (1) | 0.03 | A (1) | 0.03 | A (1) | 0.03 |
| | WB | L | D (38) | 0.33 | D (38) | 0.21 | D (38) | 0.33 | D (37) | 0.33 |
| | | T | E (68) | 0.81 | E (68) | 0.40 | E (69) | 0.82 | E (71) | 0.82 |
| | | R | C (35) | 0.71 | D (35) | 0.71 | C (34) | 0.70 | C (33) | 0.68 |
| | NB | L | C (28) | 0.11 | C (29) | 0.11 | C (28) | 0.11 | C (38) | 0.13 |
| | | TR | E (58) | 0.78 | E (60) | 0.80 | E (58) | 0.78 | E (70) | 0.90 |
| | SB | L | F (164) | 1.22 | F (166) | 1.22 | F (166) | 1.22 | F (156) | 1.19 |
| | | T | F (91) | 0.95 | F (91) | 0.96 | F (91) | 0.95 | F (91) | 0.95 |
| R | | A (7) | 0.64 | A (7) | 0.64 | A (9) | 0.68 | A (9) | 0.67 | |
| Overall | | E (76) | 1.22 | E (75) | 1.22 | F (81) | 1.28 | E (75) | 1.19 | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | B (20) | 0.63 | - | - | B (20) | 0.62 | - | - |
| | | R | D (46) | 0.94 | - | - | D (47) | 0.94 | - | - |
| | NB | T | C (24) | 0.83 | - | - | C (27) | 0.86 | - | - |
| | SB | L | D (37) | 0.78 | - | - | D (37) | 0.78 | - | - |
| | | T | C (24) | 0.49 | - | - | C (24) | 0.50 | - | - |
| Overall | | C (29) | 0.94 | - | - | C (29) | 0.94 | - | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | D (44) | 0.88 | D (44) | 0.88 | D (45) | 0.89 | D (42) | 0.87 |
| | | LT | D (44) | 0.88 | D (44) | 0.88 | D (45) | 0.89 | D (42) | 0.87 |
| | | R | C (28) | 0.78 | C (28) | 0.78 | C (28) | 0.78 | C (26) | 0.76 |
| | NB | L | F (351) | 1.71 | F (287) | 1.56 | F (389) | 1.79 | F (317) | 1.63 |
| | | T | B (13) | 0.61 | B (14) | 0.61 | B (13) | 0.62 | B (15) | 0.62 |
| | SB | T | C (28) | 0.70 | C (31) | 0.76 | C (29) | 0.70 | c (33) | 0.78 |
| | | R | A (10) | 0.51 | B (11) | 0.54 | A (10) | 0.51 | B (11) | 0.55 |
| Overall | | E (62) | 1.71 | E (56) | 1.56 | E (67) | 1.79 | E (60) | 1.63 | |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XVI (continued)
Future vs Alternate Land Use Code AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | Proposed Action (LUC 150) | | | | Alternative Action (LUC 130) | | | |
|---|------------------------|-----|---------------------------|-------------|---------------|-----|------------------------------|-------------|---------------|-----|
| | | | Build | | Build w/ Mit. | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (33) | 0.38 | - | - | C (33) | 0.38 | - | - |
| | WB | LTR | C (30) | 0.17 | - | - | C (31) | 0.20 | - | - |
| | NB | L | A (4) | 0.09 | - | - | A (4) | 0.09 | - | - |
| | | TR | B (10) | 0.63 | - | - | B (11) | 0.65 | - | - |
| | SB | L | A (6) | 0.07 | - | - | A (6) | 0.07 | - | - |
| | | TR | A (2) | 0.61 | - | - | A (3) | 0.62 | - | - |
| Overall | | | A (8) | 0.63 | - | - | A (8) | 0.65 | - | - |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (22) | 0.35 | - | - | C (22) | 0.36 | - | - |
| | | R | C (26) | 0.77 | - | - | C (26) | 0.77 | - | - |
| | WB | L | C (25) | 0.05 | - | - | C (26) | 0.05 | - | - |
| | | T | B (19) | 0.04 | - | - | B (19) | 0.04 | - | - |
| | NB | R | B (19) | 0.03 | - | - | B (19) | 0.03 | - | - |
| | | L | B (12) | 0.53 | - | - | B (13) | 0.56 | - | - |
| | SB | TR | A (2) | 0.45 | - | - | A (2) | 0.45 | - | - |
| | | L | B (11) | 0.07 | - | - | B (11) | 0.07 | - | - |
| Overall | | | B (15) | 0.77 | - | - | B (15) | 0.77 | - | - |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | c (17) | 0.070 | - | - | c (19) | 0.102 | - | - |
| | SB | L | a (9) | 0.019 | - | - | a (10) | 0.020 | - | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | a (10) | 0.095 | - | - | a (10) | 0.097 | - | - |
| | NB | LR | c (19) | 0.383 | - | - | c (20) | 0.428 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XVI (continued)
Future vs Alternate Land Use Code AM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | Proposed Action (LUC 150) | | | | Alternative Action (LUC 130) | | | |
|--|------------------------|-----|---------------------------|-------|---------------|-------|------------------------------|-------|---------------|-------------|
| | | | Build | | Build w/ Mit. | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | EB | L | - | - | c (23) | 0.694 | - | - | E (59) | 0.98 |
| | WB | L | b (11) | 0.380 | d (30) | 0.813 | b (12) | 0.467 | E (60) | 0.99 |
| | | TR | | | | | | | A (6) | 0.09 |
| | NB | LTR | f (213) | 1.345 | e (42) | 0.894 | f (426) | 1.821 | D (45) | 0.86 |
| | SB | LTR | f (55) | 0.071 | b (12) | 0.014 | f (82) | 0.107 | C (23) | 0.02 |
| Overall | | | - | - | - | - | - | - | D (52) | 0.99 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (82) | 0.455 | - | - | f (82) | 0.455 | - | - |
| | | R | b (13) | 0.042 | - | - | b (13) | 0.042 | - | - |
| | WB | LTR | b (14) | 0.028 | - | - | b (15) | 0.030 | - | - |
| | NB | L | b (10) | 0.033 | - | - | b (10) | 0.033 | - | - |
| | SB | L | b (10) | 0.007 | - | - | b (11) | 0.008 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | d (31) | 0.089 | - | - | d (31) | 0.089 | - | - |
| | | R | b (14) | 0.038 | - | - | b (14) | 0.038 | - | - |
| | NB | L | a (9) | 0.018 | - | - | a (9) | 0.018 | - | - |
| | SB | L | a (9) | 0.076 | - | - | a (9) | 0.076 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | c (19) | 0.183 | - | - | c (19) | 0.183 | - | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (9) | 0.013 | - | - | a (9) | 0.013 | - | - |
| | NB | LR | c (24) | 0.406 | - | - | c (24) | 0.406 | - | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.069 | - | - | a (8) | 0.069 | - | - |
| | NB | LR | b (14) | 0.177 | - | - | b (14) | 0.177 | - | - |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | e (43) | 0.234 | - | - | f (88) | 0.544 | - | - |
| | NB | L | b (11) | 0.088 | - | - | b (12) | 0.182 | - | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | e (36) | 0.131 | - | - | B (18) | 0.18 | - | - |
| | | R | b (14) | 0.060 | - | - | C (27) | 0.64 | - | - |
| | NB | L | b (10) | 0.109 | - | - | A (8) | 0.39 | - | - |
| | | T | - | - | - | - | A (3) | 0.50 | - | - |
| | SB | T | - | - | - | - | B (13) | 0.82 | - | - |
| | | R | - | - | - | - | A (5) | 0.14 | - | - |
| Overall | | | - | - | - | - | - | - | A (8) | 0.82 |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XVI
Future vs Alternate Land Use Code PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | Proposed Action (LUC 150) | | | | Alternative Action (LUC 130) | | | |
|--|------------------------|---------------|---------------------------|---------------|---------------|---------------|------------------------------|---------------|---------------|------|
| | | | Build | | Build w/ Mit. | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Lafayette Avenue (NYS Route 59) & Campbell Avenue/ Hemion Road (CR 93) | EB | L | F (174) | 1.25 | F (125) | 1.12 | F (241) | 1.42 | F (107) | 1.01 |
| | | T | F (83) | 1.03 | E (69) | 0.98 | F (86) | 1.04 | E (68) | 0.98 |
| | | R | A (1) | 0.08 | A (1) | 0.08 | A (1) | 0.08 | A (1) | 0.08 |
| | WB | L | D (45) | 0.74 | D (47) | 0.76 | D (45) | 0.75 | D (49) | 0.78 |
| | | T | F (105) | 1.10 | F (105) | 1.10 | F (107) | 1.11 | F (93) | 1.07 |
| | | R | A (5) | 0.25 | A (4) | 0.24 | A (4) | 0.31 | A (4) | 0.29 |
| | NB | L | D (39) | 0.68 | D (46) | 0.73 | D (39) | 0.68 | D (43) | 0.70 |
| | | TR | D (46) | 0.73 | D (54) | 0.80 | D (49) | 0.79 | E (59) | 0.84 |
| | SB | L | D (38) | 0.69 | D (41) | 0.72 | E (63) | 0.89 | E (67) | 0.74 |
| | | TR | E (58) | 0.90 | E (61) | 0.91 | E (59) | 0.91 | E (67) | 0.94 |
| Overall | | E (75) | 1.25 | E (70) | 1.12 | F (84) | 1.42 | E (68) | 1.07 | |
| Lafayette Avenue (NYS Route 59) & Airmont Road (CR 89) | EB | L | F (149) | 1.19 | F (136) | 1.16 | F (183) | 1.28 | F (128) | 1.14 |
| | | T | D (44) | 0.60 | D (43) | 0.45 | D (43) | 0.60 | D (40) | 0.54 |
| | | R | A (1) | 0.03 | A (1) | 0.03 | A (1) | 0.03 | A (1) | 0.03 |
| | WB | L | D (38) | 0.33 | D (38) | 0.21 | D (38) | 0.33 | D (37) | 0.33 |
| | | T | E (68) | 0.81 | E (68) | 0.40 | E (69) | 0.82 | E (71) | 0.82 |
| | | R | C (35) | 0.71 | D (35) | 0.71 | C (34) | 0.70 | C (33) | 0.68 |
| | NB | L | C (28) | 0.11 | C (29) | 0.11 | C (28) | 0.11 | C (38) | 0.13 |
| | | TR | E (58) | 0.78 | E (60) | 0.80 | E (58) | 0.78 | E (70) | 0.90 |
| | SB | L | F (164) | 1.22 | F (166) | 1.22 | F (166) | 1.22 | F (156) | 1.19 |
| | | T | F (91) | 0.95 | F (91) | 0.96 | F (91) | 0.95 | F (91) | 0.95 |
| R | | A (7) | 0.64 | A (7) | 0.64 | A (9) | 0.68 | A (9) | 0.67 | |
| Overall | | E (76) | 1.22 | E (75) | 1.22 | F (81) | 1.28 | E (75) | 1.19 | |
| Airmont Road (CR 89) & I-87 SB/I-287 EB Ramps | EB | LT | B (20) | 0.63 | - | - | B (20) | 0.62 | - | - |
| | | R | D (46) | 0.94 | - | - | D (47) | 0.94 | - | - |
| | NB | T | C (24) | 0.83 | - | - | C (27) | 0.86 | - | - |
| | SB | L | D (37) | 0.78 | - | - | D (37) | 0.78 | - | - |
| | | T | C (24) | 0.49 | - | - | C (24) | 0.50 | - | - |
| Overall | | C (29) | 0.94 | - | - | C (29) | 0.94 | - | - | |
| Airmont Road (CR 89) & I-87 NB/I-287 WB Ramps | WB | L | D (44) | 0.88 | D (44) | 0.88 | D (45) | 0.89 | D (42) | 0.87 |
| | | LT | D (44) | 0.88 | D (44) | 0.88 | D (45) | 0.89 | D (42) | 0.87 |
| | | R | C (28) | 0.78 | C (28) | 0.78 | C (28) | 0.78 | C (26) | 0.76 |
| | NB | L | F (351) | 1.71 | F (287) | 1.56 | F (389) | 1.79 | F (317) | 1.63 |
| | | T | B (13) | 0.61 | B (14) | 0.61 | B (13) | 0.62 | B (15) | 0.62 |
| | SB | T | C (28) | 0.70 | C (31) | 0.76 | C (29) | 0.70 | c (33) | 0.78 |
| | | R | A (10) | 0.51 | B (11) | 0.54 | A (10) | 0.51 | B (11) | 0.55 |
| Overall | | E (62) | 1.71 | E (56) | 1.56 | E (67) | 1.79 | E (60) | 1.63 | |

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XVI (continued)
Future vs Alternate Land Use Code PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | Proposed Action (LUC 150) | | | | Alternative Action (LUC 130) | | | |
|---|------------------------|-----|---------------------------|-------------|---------------|-----|------------------------------|-------------|---------------|-----|
| | | | Build | | Build w/ Mit. | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Airmont Road (CR 89) & North DeBaun Avenue | EB | LTR | C (33) | 0.38 | - | - | C (33) | 0.38 | - | - |
| | WB | LTR | C (30) | 0.17 | - | - | C (31) | 0.20 | - | - |
| | NB | L | A (4) | 0.09 | - | - | A (4) | 0.09 | - | - |
| | | TR | B (10) | 0.63 | - | - | B (11) | 0.65 | - | - |
| | SB | L | A (6) | 0.07 | - | - | A (6) | 0.07 | - | - |
| | | TR | A (2) | 0.61 | - | - | A (3) | 0.62 | - | - |
| Overall | | | A (8) | 0.63 | - | - | A (8) | 0.65 | - | - |
| Airmont Road (CR 89) & Montebello Road (CR 64)/ Rella Boulevard | EB | LT | C (22) | 0.35 | - | - | C (22) | 0.36 | - | - |
| | | R | C (26) | 0.77 | - | - | C (26) | 0.77 | - | - |
| | WB | L | C (25) | 0.05 | - | - | C (26) | 0.05 | - | - |
| | | T | B (19) | 0.04 | - | - | B (19) | 0.04 | - | - |
| | NB | R | B (19) | 0.03 | - | - | B (19) | 0.03 | - | - |
| | | L | B (12) | 0.53 | - | - | B (13) | 0.56 | - | - |
| | SB | TR | A (2) | 0.45 | - | - | A (2) | 0.45 | - | - |
| | | L | B (11) | 0.07 | - | - | B (11) | 0.07 | - | - |
| Overall | | | B (15) | 0.77 | - | - | B (15) | 0.77 | - | - |
| Hemion Road (CR 93) & Dunnigan Drive | WB | LR | c (17) | 0.070 | - | - | c (19) | 0.102 | - | - |
| | SB | L | a (9) | 0.019 | - | - | a (10) | 0.020 | - | - |
| Lafayette Avenue (NYS Route 59) & Brookside Avenue | WB | L | a (10) | 0.095 | - | - | a (10) | 0.097 | - | - |
| | NB | LR | c (19) | 0.383 | - | - | c (20) | 0.428 | - | - |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table XVI (continued)
Future vs Alternate Land Use Code PM Levels of Service and Vehicle-to-Capacity Ratios

| Intersection | Direction/ Movement | | Proposed Action (LUC 150) | | | | Alternative Action (LUC 130) | | | |
|--|------------------------|-----|---------------------------|-------|---------------|-------|------------------------------|-------|---------------|-------------|
| | | | Build | | Build w/ Mit. | | Build | | Build w/ Mit. | |
| | | | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive | EB | L | - | - | c (23) | 0.694 | - | - | E (59) | 0.98 |
| | WB | L | b (11) | 0.380 | d (30) | 0.813 | b (12) | 0.467 | E (60) | 0.99 |
| | | TR | | | | | | | A (6) | 0.09 |
| | NB | LTR | f (213) | 1.345 | e (42) | 0.894 | f (426) | 1.821 | D (45) | 0.86 |
| | SB | LTR | f (55) | 0.071 | b (12) | 0.014 | f (82) | 0.107 | C (23) | 0.02 |
| Overall | | | - | - | - | - | - | - | D (52) | 0.99 |
| Airmont Road (CR 89) & Dunnigan Drive/Interstate Waste Services Driveway | EB | LT | f (82) | 0.455 | - | - | f (82) | 0.455 | - | - |
| | | R | b (13) | 0.042 | - | - | b (13) | 0.042 | - | - |
| | WB | LTR | b (14) | 0.028 | - | - | b (15) | 0.030 | - | - |
| | NB | L | b (10) | 0.033 | - | - | b (10) | 0.033 | - | - |
| | SB | L | b (10) | 0.007 | - | - | b (11) | 0.008 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Driveway/Ramapo Cirque Boulevard | EB | L | d (31) | 0.089 | - | - | d (31) | 0.089 | - | - |
| | | R | b (14) | 0.038 | - | - | b (14) | 0.038 | - | - |
| | NB | L | a (9) | 0.018 | - | - | a (9) | 0.018 | - | - |
| | SB | L | a (9) | 0.076 | - | - | a (9) | 0.076 | - | - |
| Hemion Road (CR 93) & Suffern Middle School Egress Driveway | WB | LR | c (19) | 0.183 | - | - | c (19) | 0.183 | - | - |
| Montebello Road (CR 93) & Suffern Middle School Driveway | WB | L | a (9) | 0.013 | - | - | a (9) | 0.013 | - | - |
| | NB | LR | c (24) | 0.406 | - | - | c (24) | 0.406 | - | - |
| Montebello Road (CR 93) & Montebello Elementary School Driveway | WB | L | a (8) | 0.069 | - | - | a (8) | 0.069 | - | - |
| | NB | LR | b (14) | 0.177 | - | - | b (14) | 0.177 | - | - |
| Hemion Road (CR 93) & Old Mill Road | EB | LR | e (43) | 0.234 | - | - | f (88) | 0.544 | - | - |
| | NB | L | b (11) | 0.088 | - | - | b (12) | 0.182 | - | - |
| Hemion Road (CR 93) & Site Driveway | EB | L | e (36) | 0.131 | - | - | B (18) | 0.18 | - | - |
| | | R | b (14) | 0.060 | - | - | C (27) | 0.64 | - | - |
| | NB | L | b (10) | 0.109 | - | - | A (8) | 0.39 | - | - |
| | | T | - | - | - | - | A (3) | 0.50 | - | - |
| | SB | T | - | - | - | - | B (13) | 0.82 | - | - |
| | | R | - | - | - | - | A (5) | 0.14 | - | - |
| Overall | | | - | - | - | - | - | - | A (8) | 0.82 |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via a full movement driveway with trucks restricted to left-in/right-in/right-out movements at the southern end of the site along Hemion Road (CR 93).

The parking lots will be serviced by parking aisles with a width of 24', which satisfies the Ordinance's minimum requirements of 24'. These aisles will allow for two-way circulation and 90 degree parking. Circulation between the driveway and buildings will be serviced by aisles with a width of 36'. Truck loading areas, will be serviced by aisles with a width of 70'. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), or a tractor with a 53' trailer, along with the automobile traffic anticipated.

The security gate is proposed to be located over 1750' from where the driveway meets Hemion Road, which is more than ample throat length to accommodate potential queuing vehicles and trucks.

Loading areas are to be located on both sides of Building 1 and on one side of Buildings 2 and 3, separated from the employee parking areas. A bypass truck aisle is provided for Building 1 so trucks can travel past the building without interfering with loading movements. Trucks are anticipated to enter the site, complete their necessary loading and/or unloading, park their trailer within one of the trailer parking spaces, and then exit the site. The use of yard jockeys is not anticipated, and all trucks will be equipped by backup beepers as required by law.

Parking

The Village of Suffern Ordinance sets forth a parking requirement of 3.3 parking spaces per 1,000 square feet of sales and office area and 1 parking space per 3 employees on the largest shift for warehouse uses. This equates to a parking requirement of 178 spaces for Building 1 with 21,000 SF of office space and 324 employees on the maximum shift, 30 spaces for Building 2 with 3,200 SF of office space and 56 employees on the maximum shift, and 22 spaces for Building 3 with 3,200 SF of office space and 33 employees on the maximum shift. This equates to a total requirement of 230 parking spaces. The site as proposed provides 661 parking spaces, and as such, the Ordinance requirement is satisfied. It is also required to provide a parking space for each commercial vehicle to be stored on the site. The site as proposed provides 238 trailer parking spaces, which is anticipated to be sufficient to support the demands of the site.

It is proposed to provide passenger vehicle parking stalls with dimensions of 9'x18', which satisfy the Ordinance minimum requirement of 9'x18'. It is also proposed to provide trailer parking stalls that measure 13'x55', which are a sufficient size to park 53' trailers.

The Ordinance also sets forth a loading requirement of 1 loading space per the first 1,500 SF and 1 loading space for each additional 10,000 SF of floor area for warehouse uses. This equates to a loading requirement of 95 loading spaces for Building 1 with 942,100 SF of warehouse floor area, 17 loading spaces for Building 2 with 85,000 SF of warehouse floor area, and 17 loading spaces for Building 3 with 85,000 SF of warehouse floor area. This equates to a total loading space requirement of 121 loading spaces for the Project. The site as proposed provides 194 loading spaces and the Ordinance requirement is satisfied. It is proposed to provide loading spaces that measure 14'x60', which complies with general engineering standards for loading space size.

FINDINGS & CONCLUSIONS

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

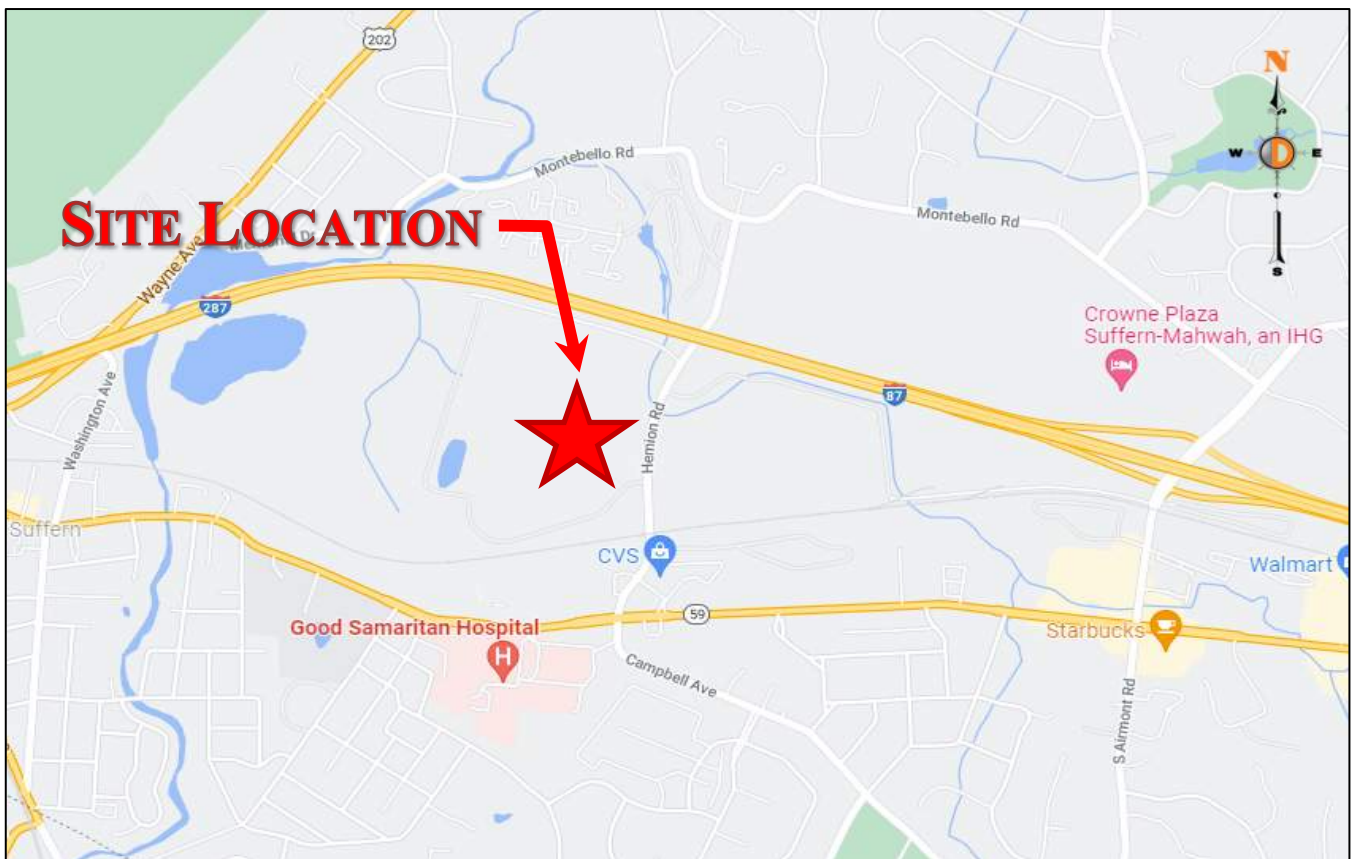
- The proposed warehouse industrial park is projected to generate 167 entering trips and 50 exiting trips during the weekday morning peak hour and 63 entering trips and 163 exiting trips during the weekday evening peak hour that are “new” to the adjacent roadway network.
- Access to the site will be provided via a full movement driveway at the south end of the site along Hemion Road (CR 93).
- With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Lafayette Avenue (NYS Route 59) and Campbell Avenue/Hemion Road (CR 93) is anticipated to operate at overall No Build levels of service “E” during the peak hours studied. Additionally, it is proposed to restripe the eastbound and southbound left turn lanes to provide 300 FT of storage and to modify the radius on the northeast corner of the intersection to facilitate tractor trailer turning maneuvers.
- With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Lafayette Avenue (NYS Route 59) and Airmont Road (CR 89) is anticipated to operate at comparable levels of service and delays to No Build conditions during the peak hour studied. Additionally, it is proposed to modify the radius on the northwest corner of the intersection to facilitate tractor trailer turning maneuvers.
- With the addition of site generated traffic, the intersection of Airmont Road (CR 89) and the I-87 SB/I-287 EB Ramps is anticipated to operate at No Build overall levels of service “C” or better during the analyzed peak hours.
- With the addition of site generated traffic and a minor signal timing adjustment, the intersection of Airmont Road (CR 89) and the I-87 NB/I-287 WB Ramps is anticipated to operate at No Build overall levels of service “D” or better during the analyzed peak hours.
- With the addition of site generated traffic, the intersection of Airmont Road (CR 89) and North DeBaun Avenue is anticipated to operate at No Build overall levels of service “B” during the analyzed peak hours.
- With the addition of site generated traffic, the intersection of Hemion Road (CR 93) and Dunnigan Drive is anticipated to operate at levels of service “C” or better with little to no change in delay during the peak hours studied.
- With the addition of site generated traffic, the intersection of Lafayette Avenue (NYS Route 59) & Brookside Avenue is anticipated to operate at No Build levels of service “D” or better with little to no change in delay during the peak hours studied.

- With the addition of site generated traffic and the installation of multi-way stop control, the intersection of Montebello Road (CR 64) & Hemion Road (CR 93)/Ryan Mansion Drive is anticipated to operate at levels of service “E” or better with a reduction in overall delay and queuing during the peak hours studied.
- As designed, the intersection of Hemion Road (CR 93) and the site driveway is anticipated to operate at levels of service “E” or better during the peak hours studied.
- When utilizing ITE LUC 130 – Industrial Park, the proposed industrial park is projected to generate 167 entering trips and 50 exiting trips during the weekday morning peak hour and 63 entering trips and 163 exiting trips during the weekday evening peak hour that are “new” to the adjacent roadway network. As noted, the current development proposal does not provide sufficient parking to accommodate the ITE average peak parking demand and therefore is not anticipated to be developed with an industrial park type use.
- Under the conservative industrial park analysis, the following mitigation measures would be required:
 - Roadway widening and the construction of additional eastbound and southbound left turn lanes at the intersection of Lafayette Avenue (NYS Route 59) & Hemion Road (CR 93).
 - Roadway widening, the construction of a dedicated westbound left turn lane, and signalization of the intersection Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64).
 - Signalization of the site driveway.
- As proposed, The Project’s site driveway and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.
- The proposed parking supply and design is sufficient to support the projected demand and satisfies the Ordinance requirements.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the Village of Suffern, the Village of Montebello, Rockland County, and NYSDOT will not experience any significant degradation in operating conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project’s needs.

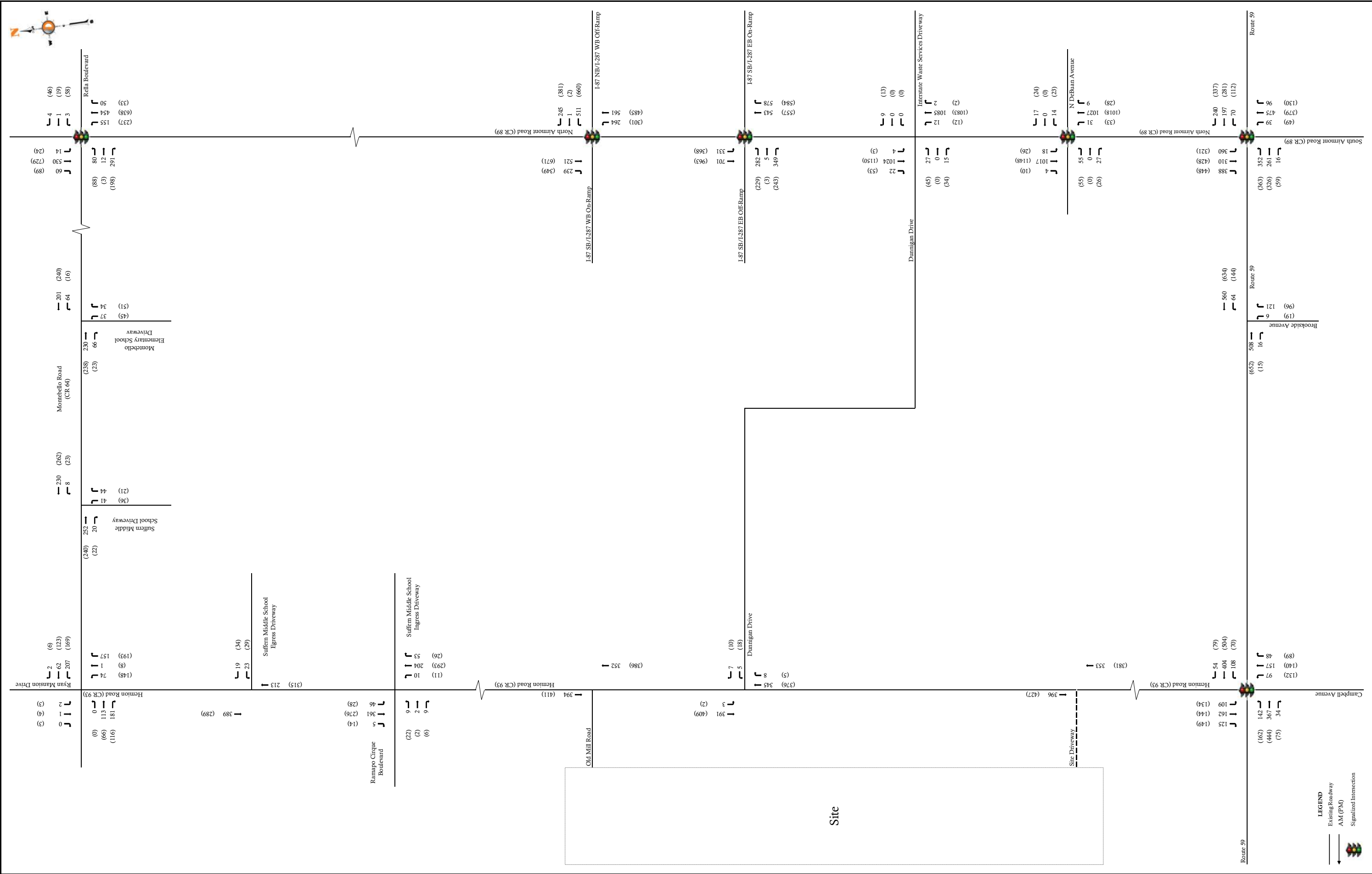
Appendix A
Traffic Volume Figures



Proposed Industrial Park
Traffic Impact Study
3709-99-004T

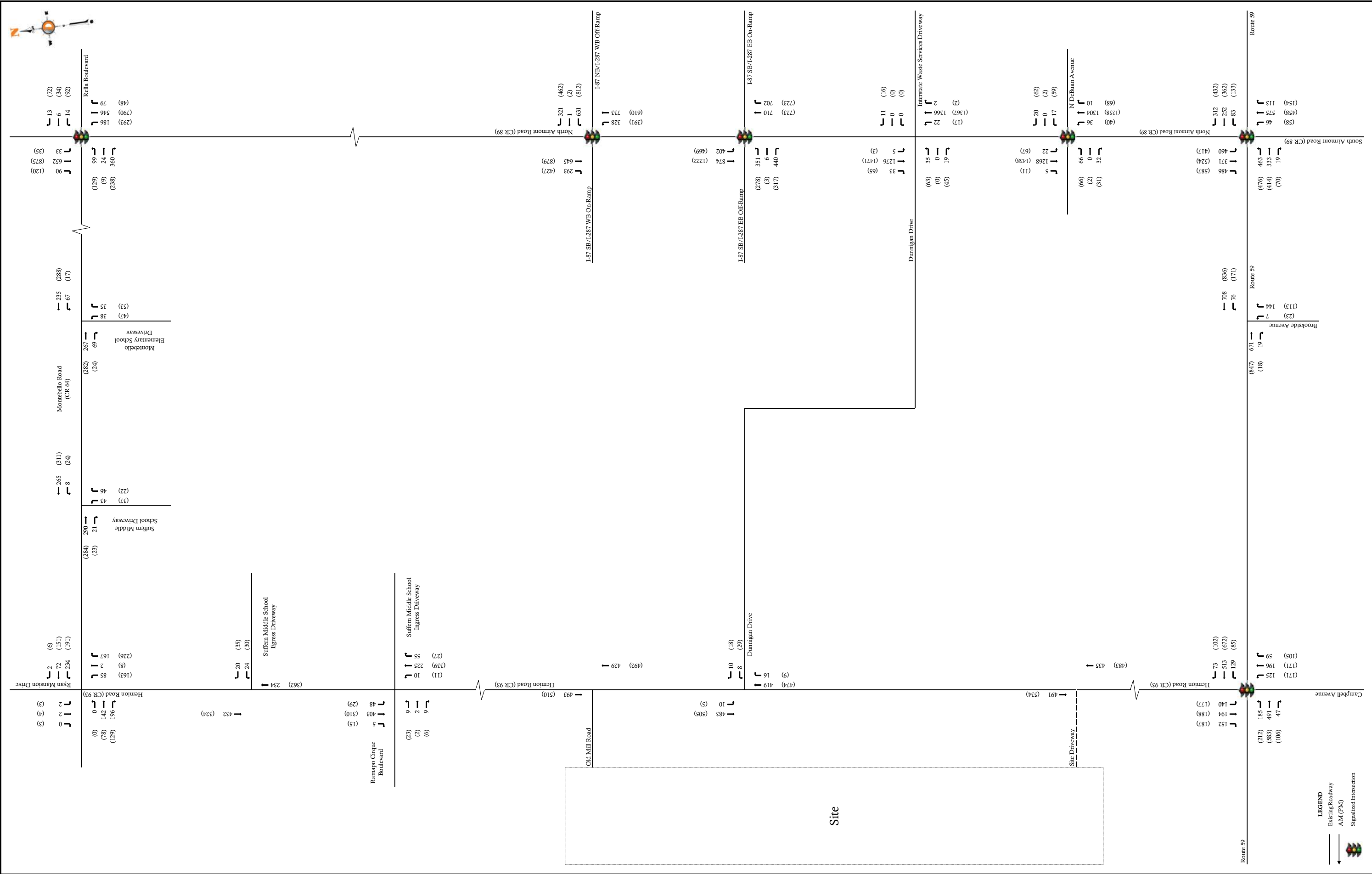
Figure 1

Site Location Map



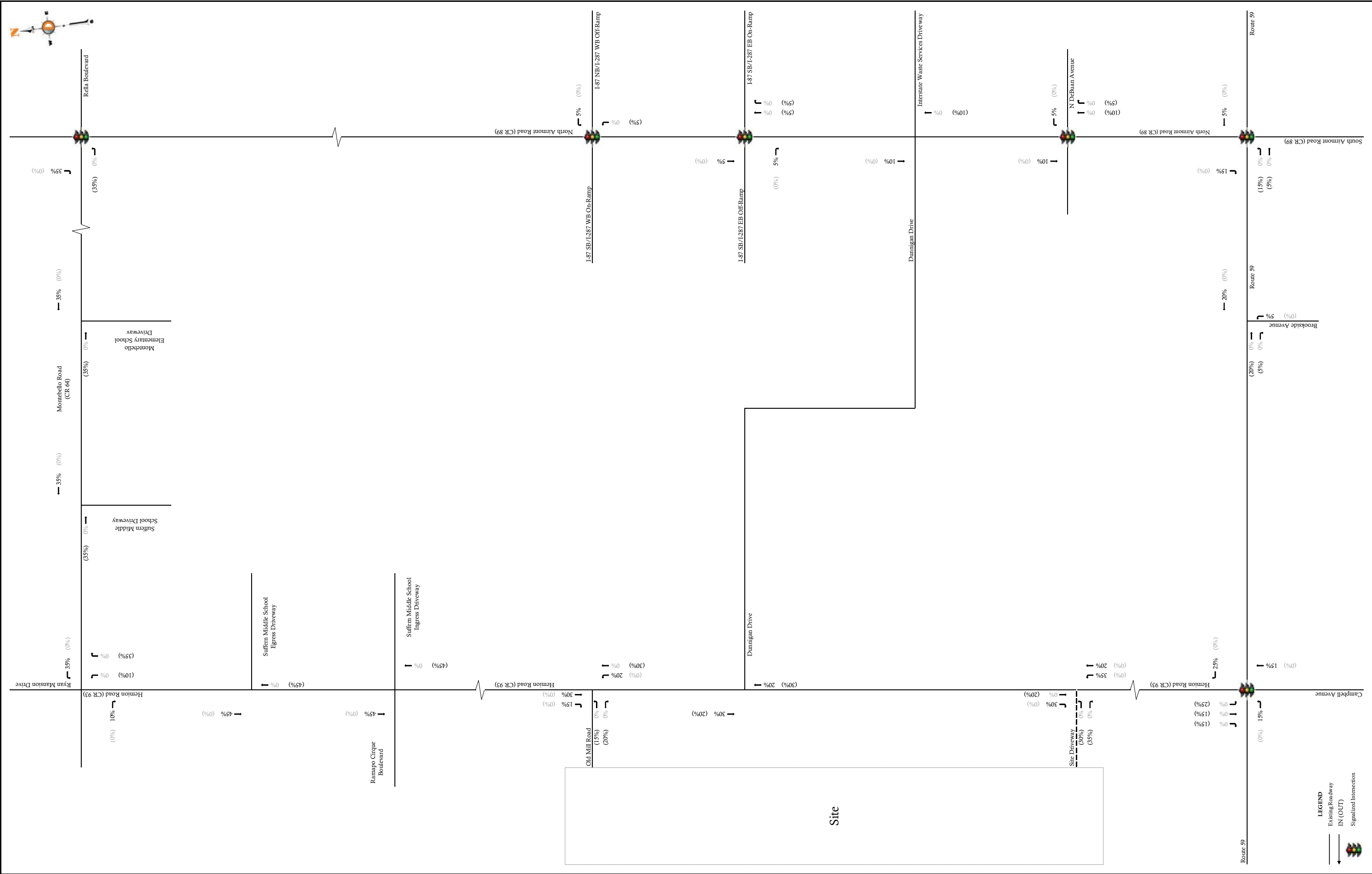
LEGEND
 Existing Roadway
 AM (PM)
 Signalized Intersection

Figure 2
 Existing Traffic Volumes



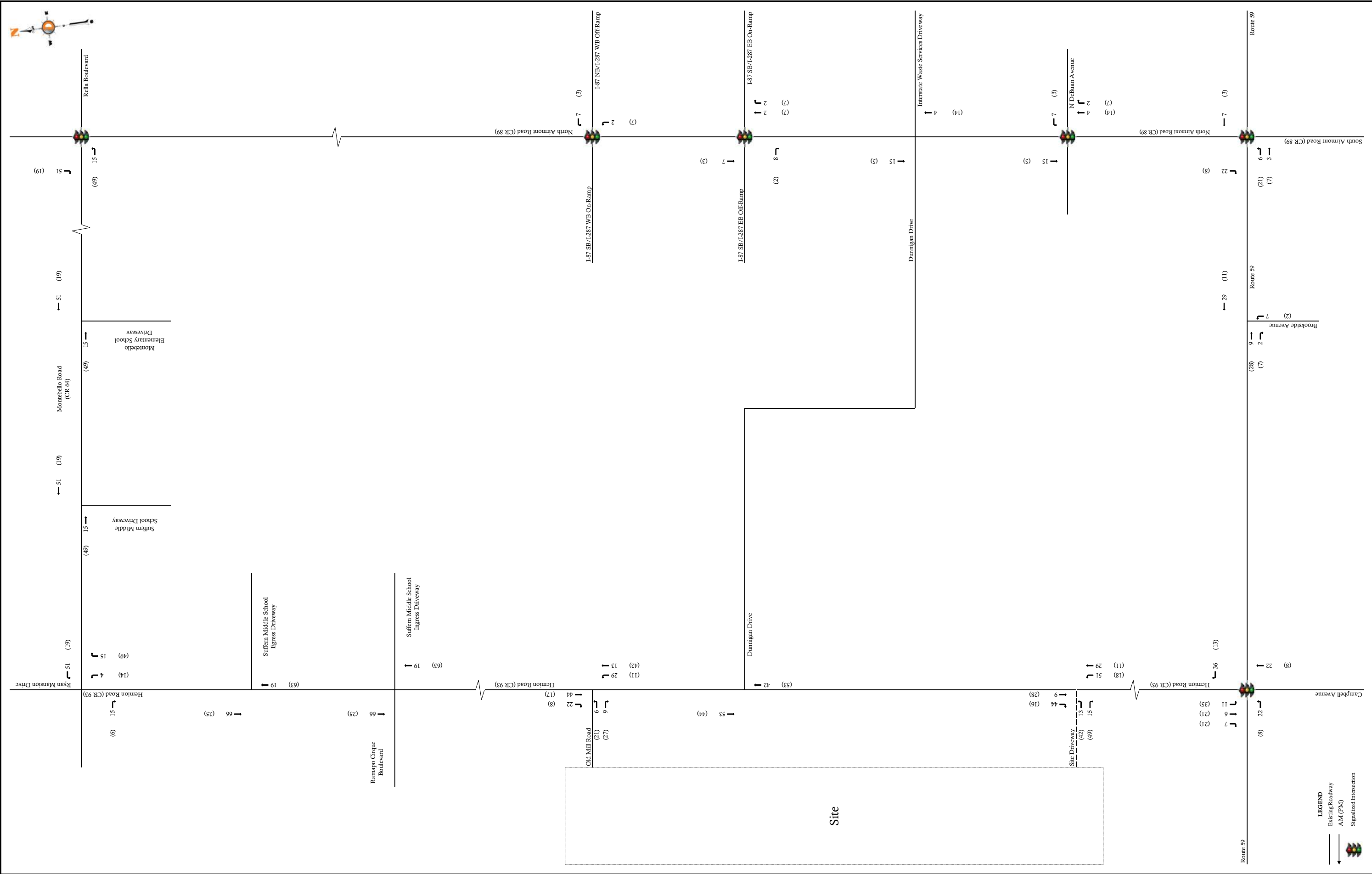
Proposed Industrial Park Traffic Impact Study 3709-99-004T

Figure 5 No Build Traffic Volumes



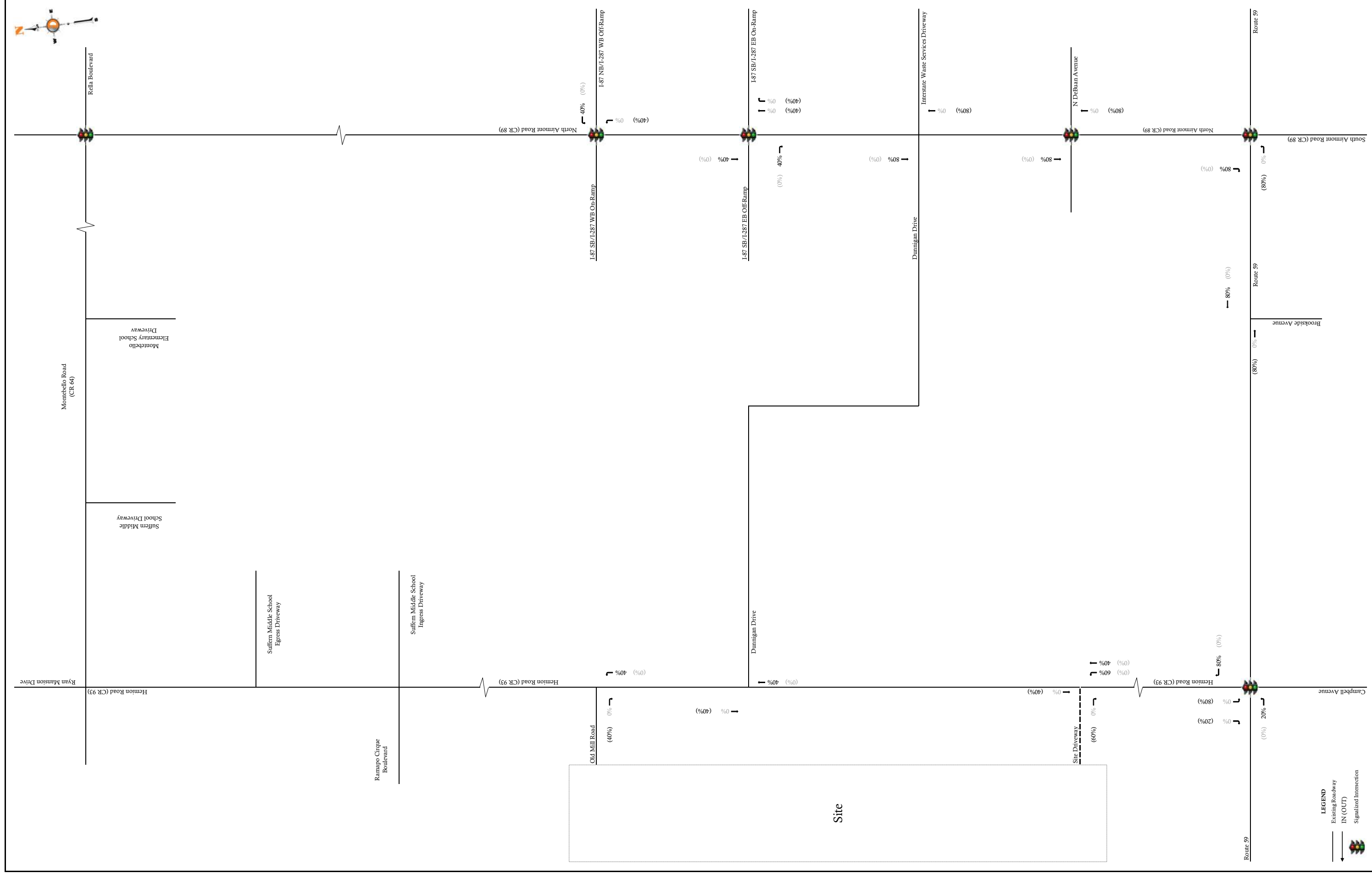
Proposed Industrial Park
 Traffic Impact Study
 3709-99-004T

Figure 6
 Percent Distribution
 (Automobile Trips)



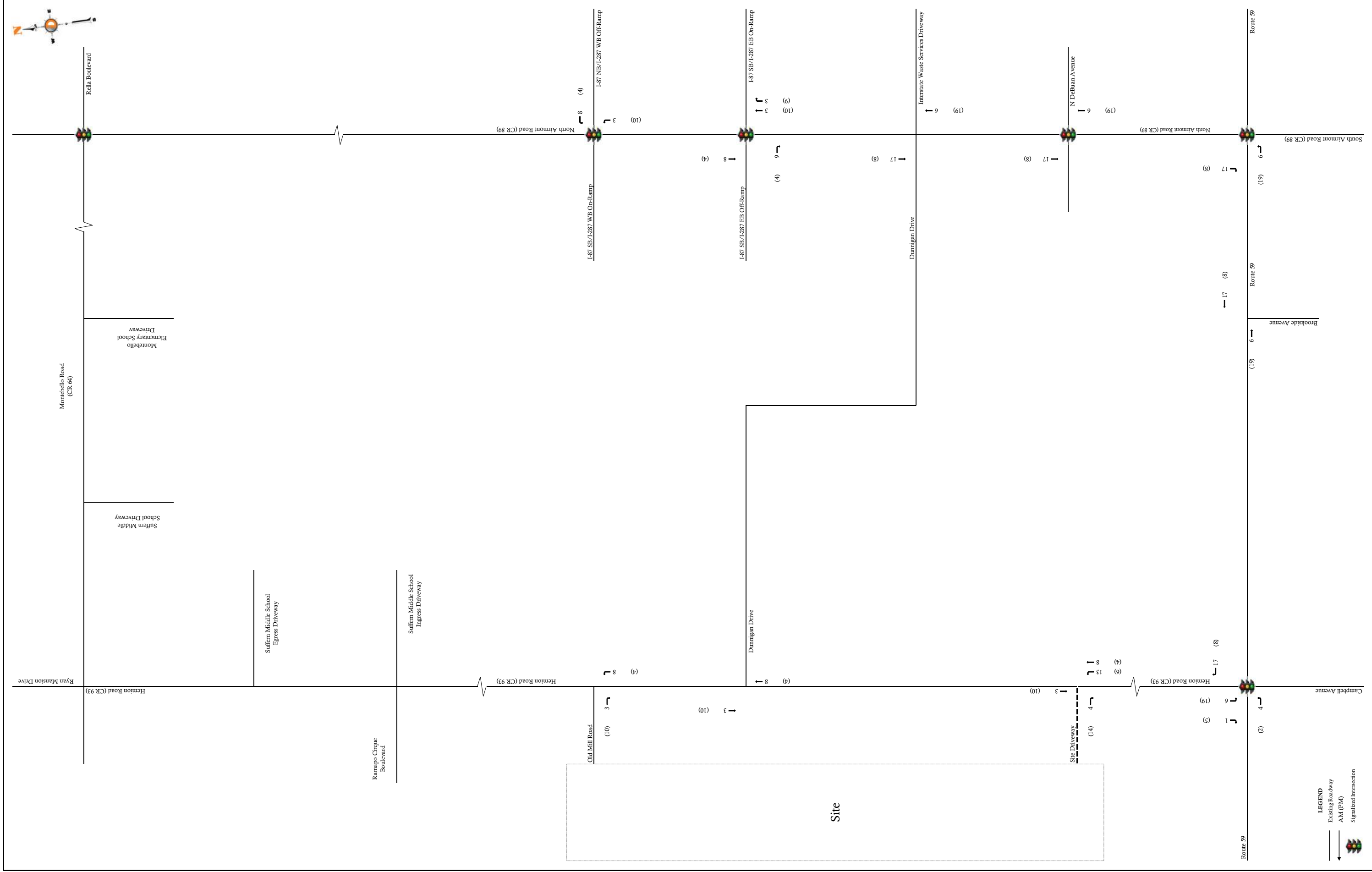
Proposed Industrial Park
 Traffic Impact Study
 3709-99-004T

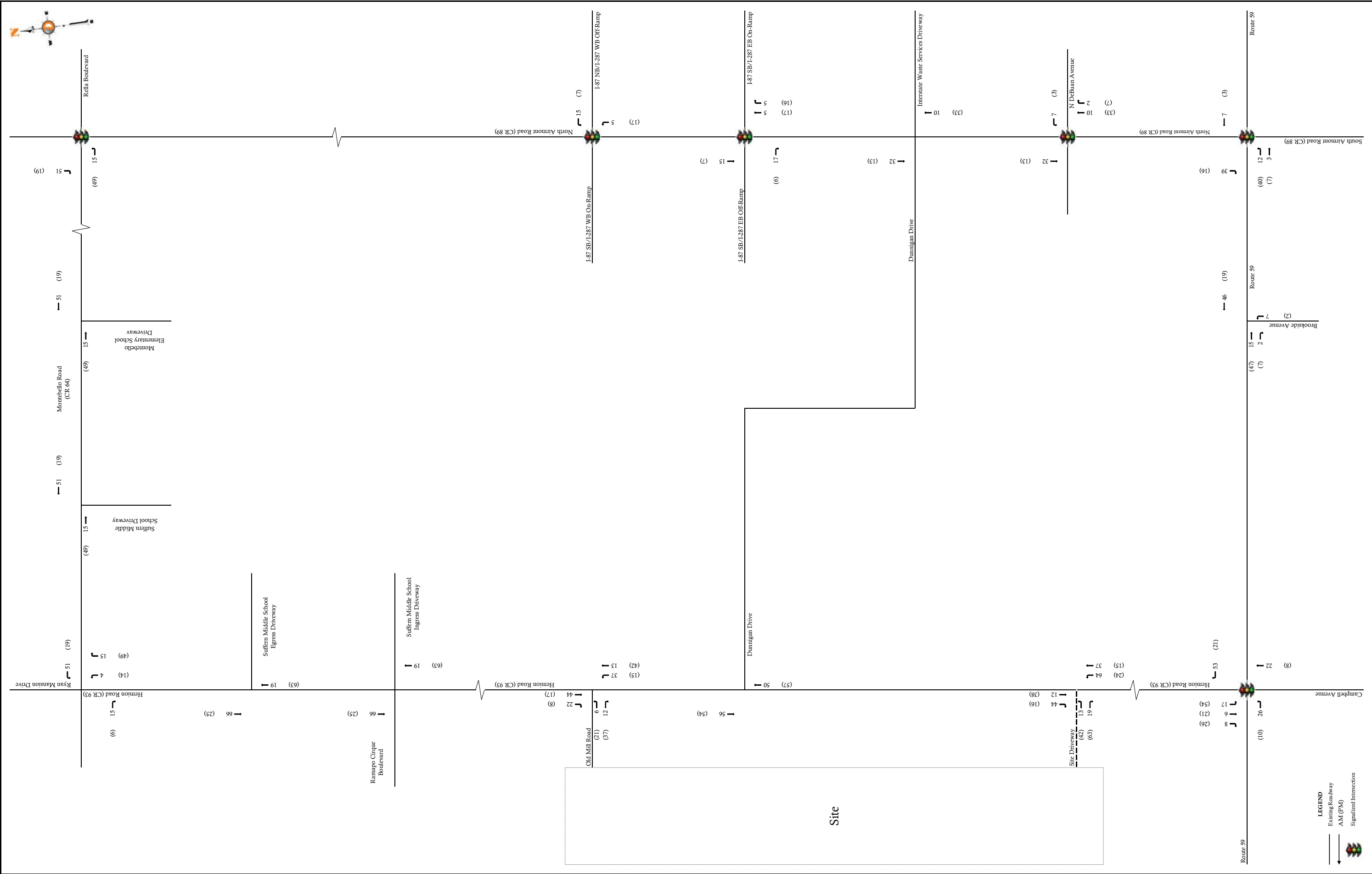
Figure 7
 Automobile Site Generated Trips



LEGEND
 Existing Roadway
 IN (OUT)
 Signalized Intersection

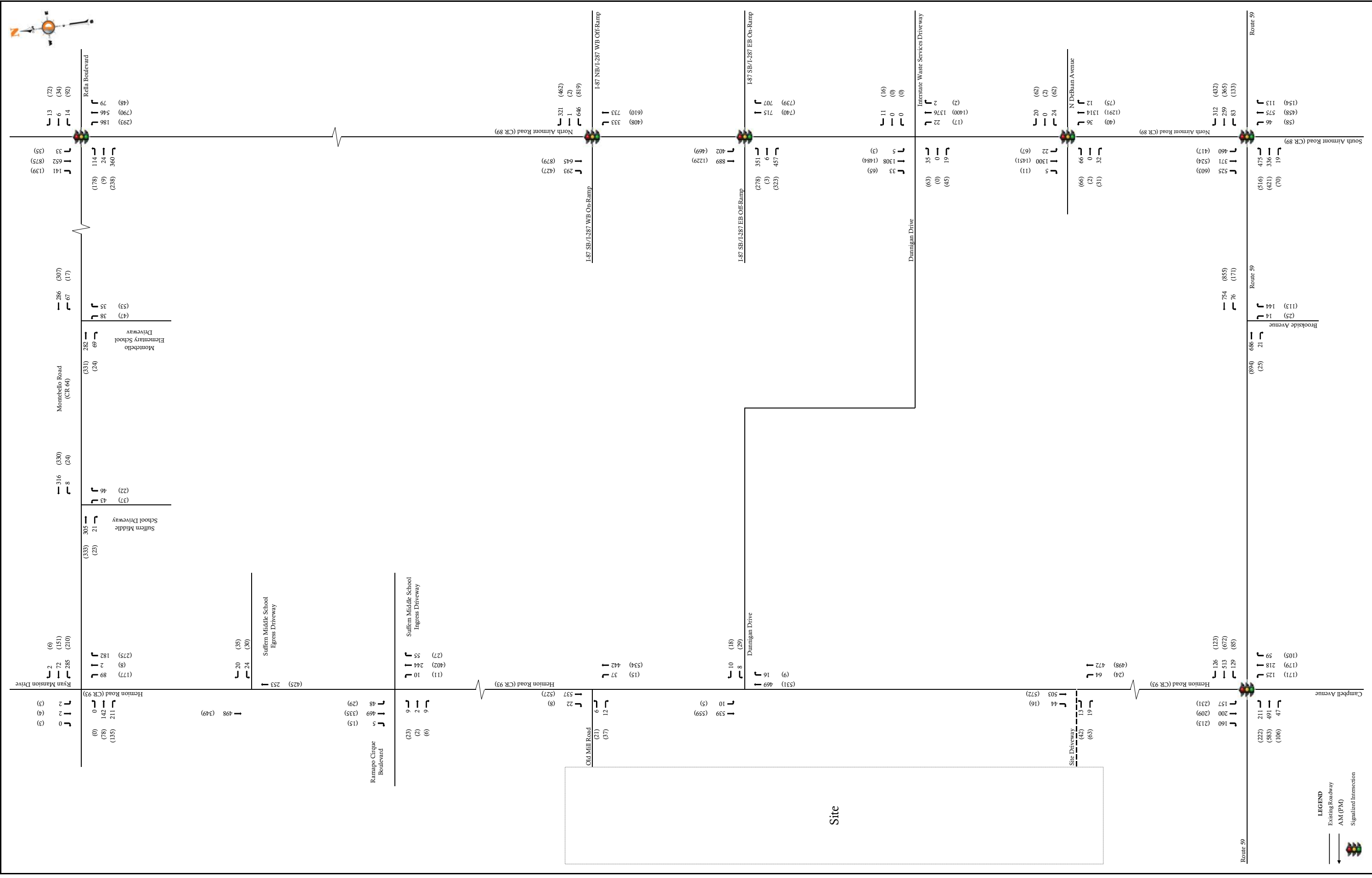
Figure 8
 Percent Distribution
 (Truck Trips)

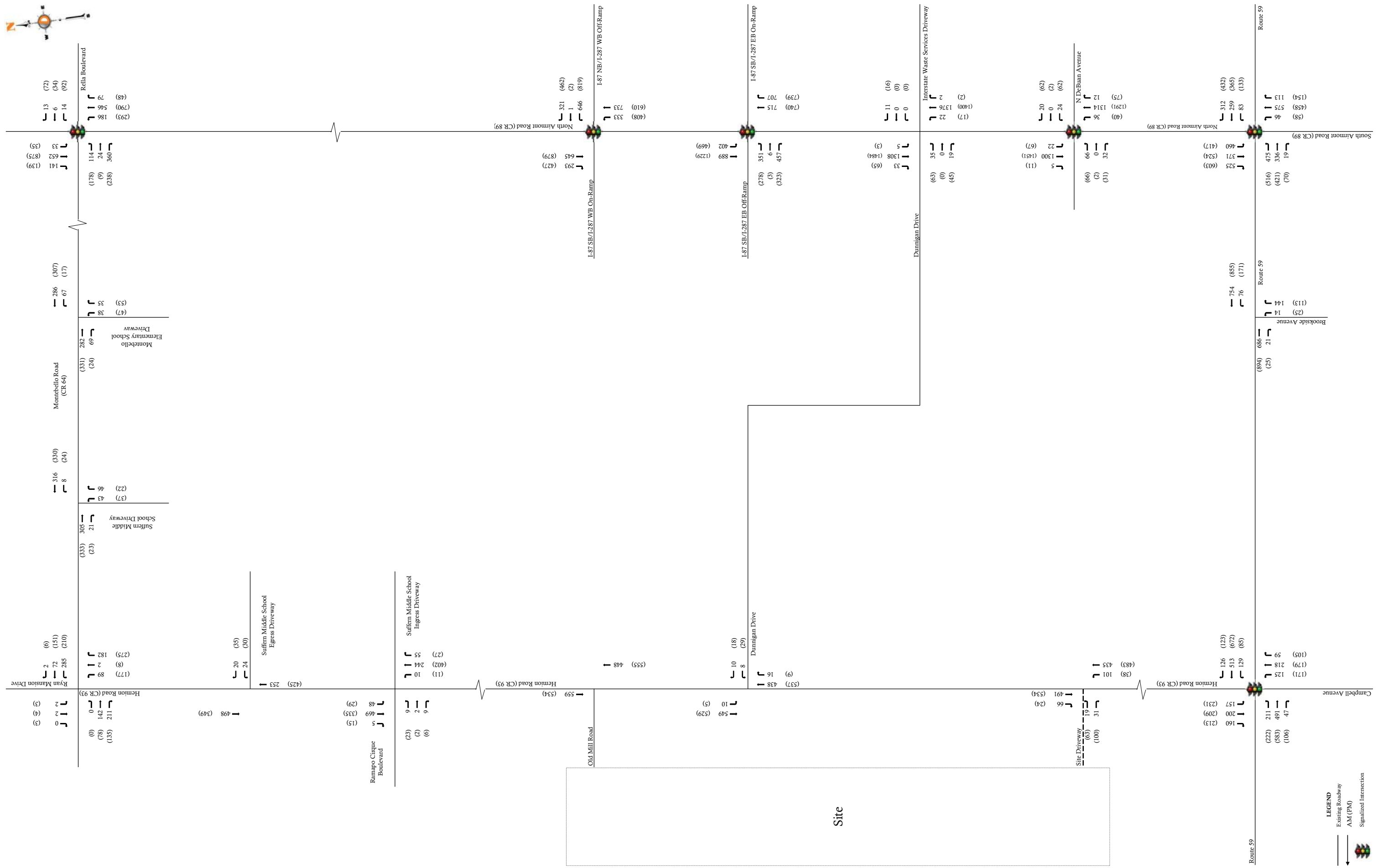




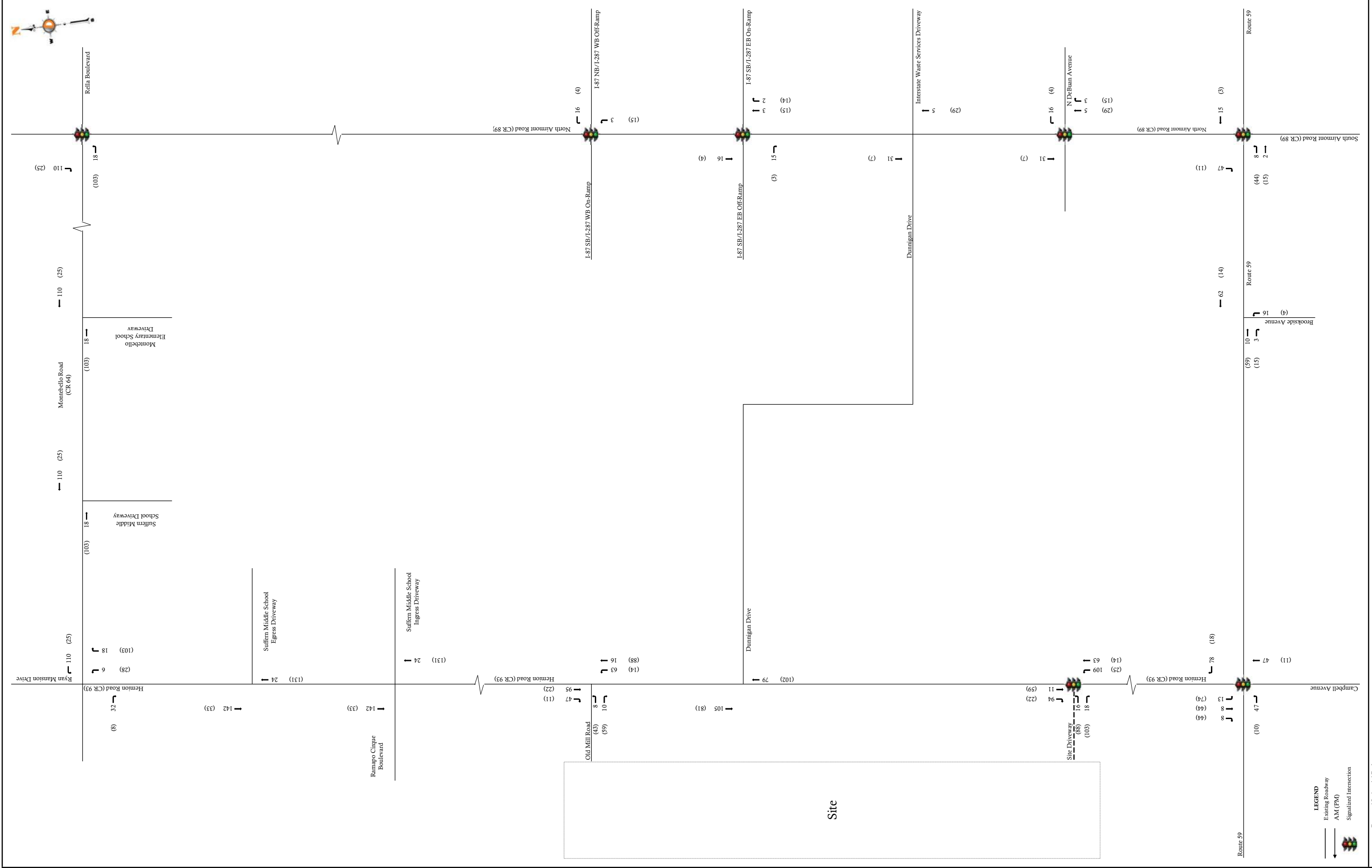
Proposed Industrial Park
 Traffic Impact Study
 3709-99-004T

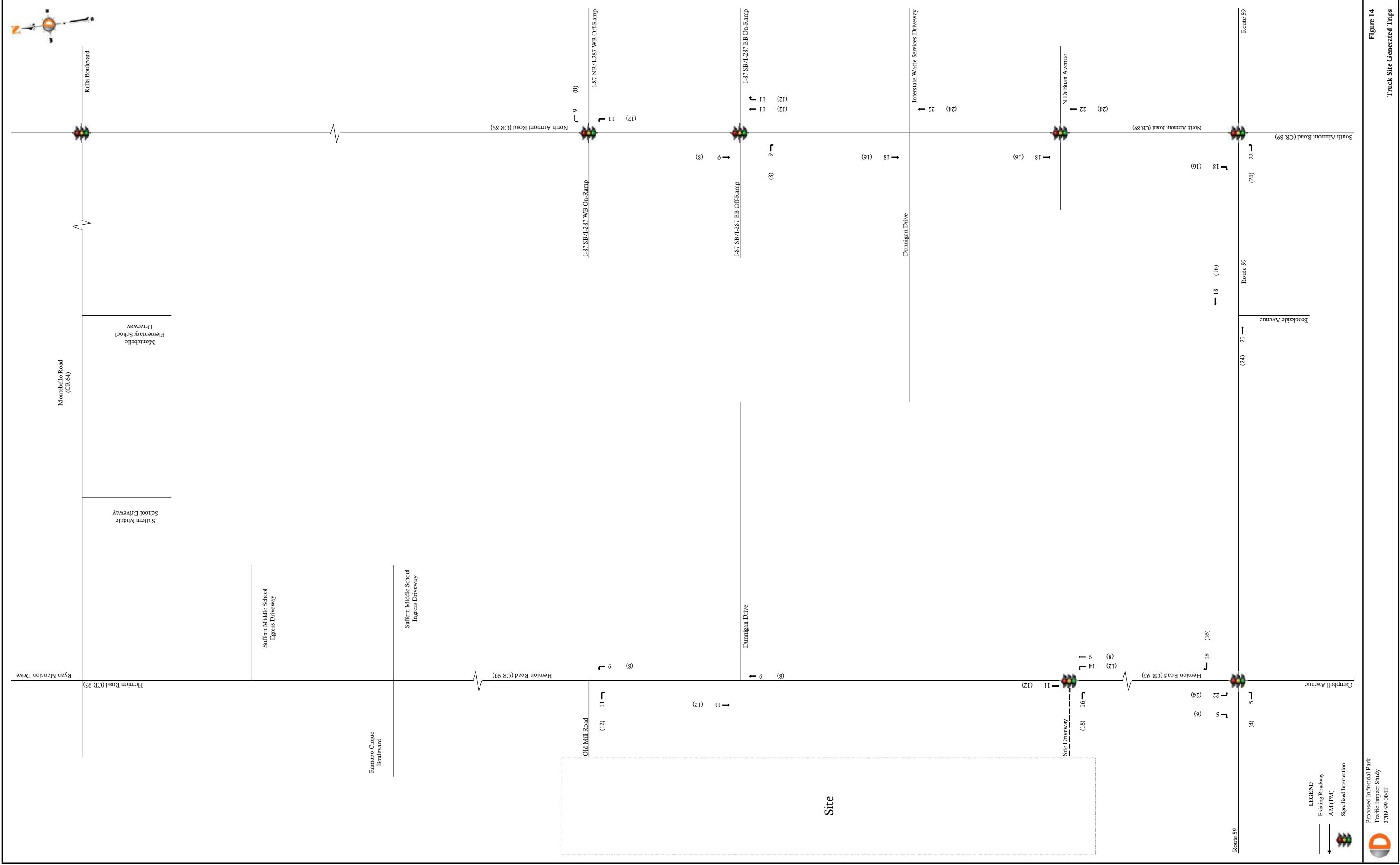
Figure 10
 Total Site Generated Trips

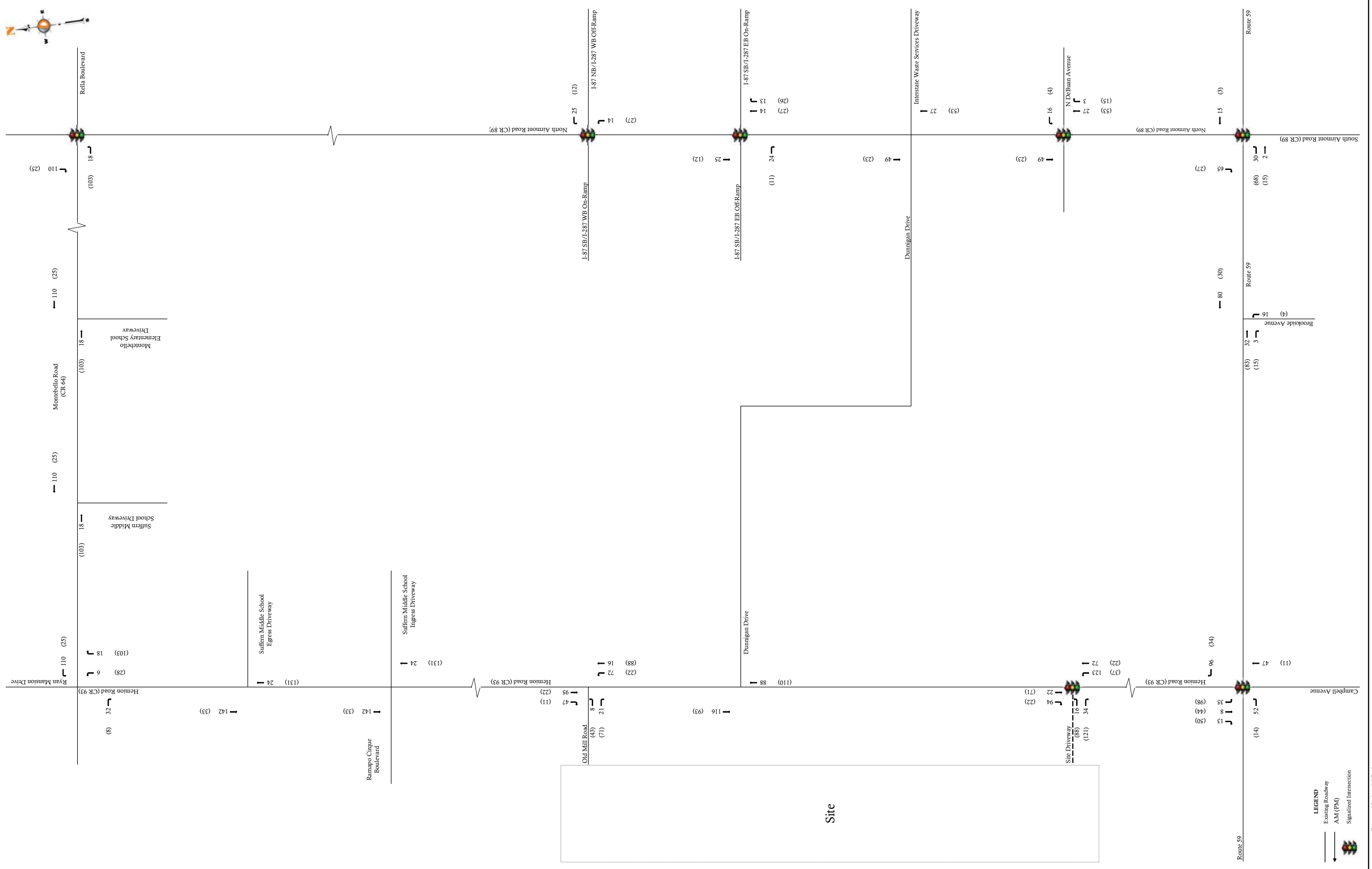


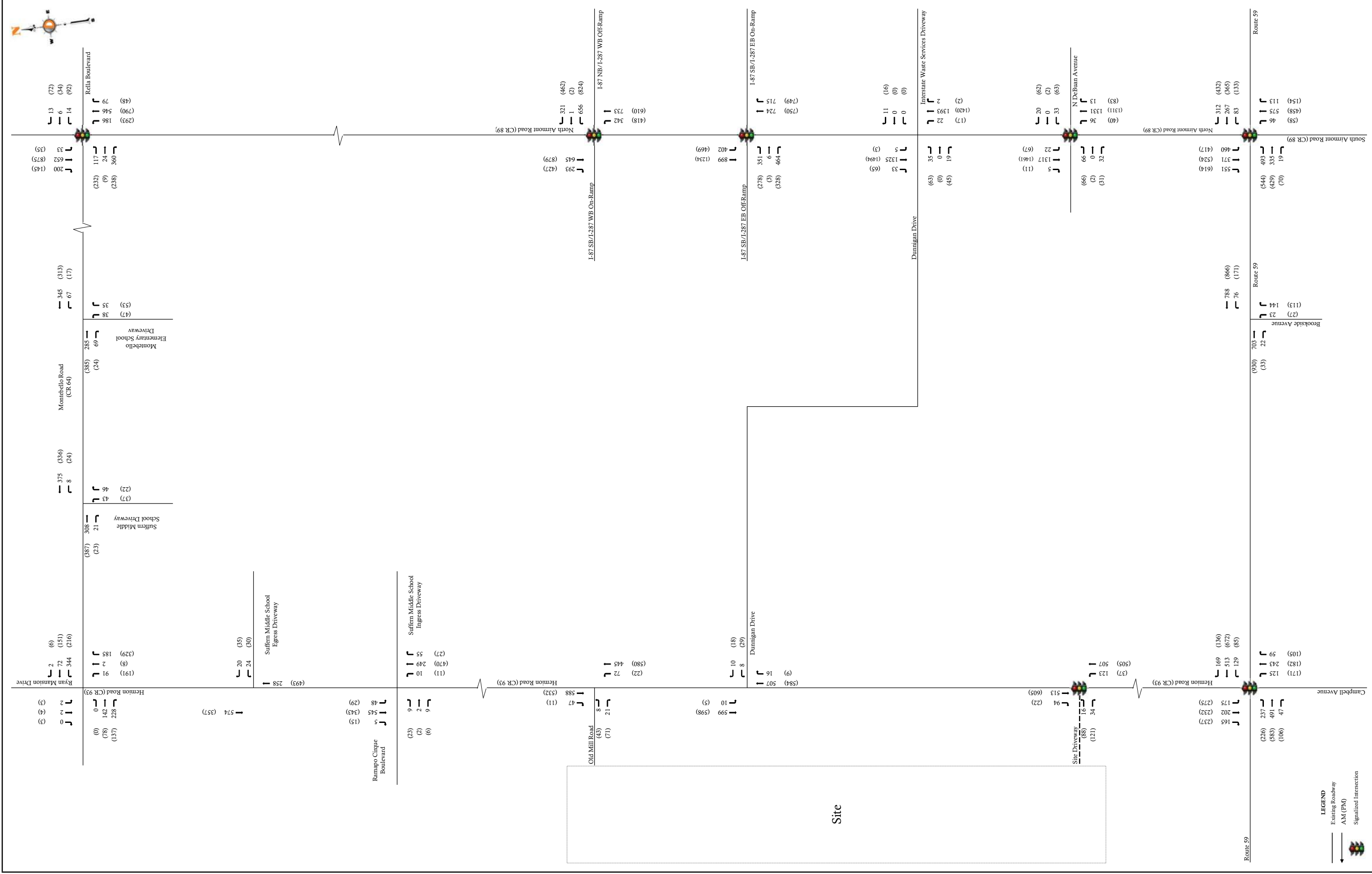


Build Traffic Volumes - One Site Driveway









Proposed Industrial Park Traffic Impact Study 3709-99.004T

Figure 16
Build Traffic Volumes

Appendix B
Project Information

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W:Lafayette Avenue
 N/S : Campbell Avenue/Hemion Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Lafayette Avenue (NY 59) and Hemion Road (CR 93)
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Lafayette Avenue Eastbound | | | | | Lafayette Avenue Westbound | | | | | Campbell Avenue Northbound | | | | | Hemion Road Southbound | | | | | Int. Total |
|-------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 26 | 56 | 8 | 0 | 90 | 22 | 58 | 11 | 0 | 91 | 11 | 37 | 10 | 0 | 58 | 14 | 14 | 12 | 0 | 40 | 279 |
| 07:15 AM | 16 | 61 | 11 | 0 | 88 | 14 | 57 | 11 | 0 | 82 | 14 | 19 | 10 | 0 | 43 | 14 | 27 | 26 | 0 | 67 | 280 |
| 07:30 AM | 44 | 97 | 14 | 0 | 155 | 37 | 62 | 15 | 0 | 114 | 16 | 57 | 16 | 0 | 89 | 21 | 24 | 12 | 0 | 57 | 415 |
| 07:45 AM | 55 | 82 | 8 | 0 | 145 | 27 | 87 | 18 | 0 | 132 | 18 | 71 | 11 | 0 | 100 | 23 | 58 | 40 | 0 | 121 | 498 |
| Total | 141 | 296 | 41 | 0 | 478 | 100 | 264 | 55 | 0 | 419 | 59 | 184 | 47 | 0 | 290 | 72 | 123 | 90 | 0 | 285 | 1472 |
| 08:00 AM | 25 | 83 | 10 | 0 | 118 | 24 | 65 | 11 | 0 | 100 | 10 | 27 | 13 | 0 | 50 | 30 | 27 | 35 | 0 | 92 | 360 |
| 08:15 AM | 31 | 93 | 8 | 0 | 132 | 24 | 75 | 9 | 0 | 108 | 21 | 18 | 15 | 0 | 54 | 22 | 34 | 25 | 0 | 81 | 375 |
| 08:30 AM | 31 | 95 | 8 | 0 | 134 | 33 | 77 | 16 | 0 | 126 | 18 | 41 | 8 | 0 | 67 | 22 | 28 | 17 | 0 | 67 | 394 |
| 08:45 AM | 32 | 62 | 15 | 0 | 109 | 23 | 82 | 11 | 0 | 116 | 22 | 39 | 14 | 0 | 75 | 39 | 43 | 28 | 0 | 110 | 410 |
| Total | 119 | 333 | 41 | 0 | 493 | 104 | 299 | 47 | 0 | 450 | 71 | 125 | 50 | 0 | 246 | 113 | 132 | 105 | 0 | 350 | 1539 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 29 | 76 | 20 | 0 | 125 | 18 | 92 | 14 | 0 | 124 | 32 | 31 | 41 | 0 | 104 | 32 | 43 | 36 | 0 | 111 | 464 |
| 03:15 PM | 36 | 91 | 22 | 0 | 149 | 21 | 109 | 16 | 0 | 146 | 30 | 31 | 24 | 0 | 85 | 29 | 28 | 33 | 0 | 90 | 470 |
| 03:30 PM | 40 | 105 | 15 | 0 | 160 | 13 | 106 | 17 | 0 | 136 | 28 | 41 | 20 | 0 | 89 | 32 | 32 | 40 | 0 | 104 | 489 |
| 03:45 PM | 40 | 96 | 14 | 0 | 150 | 17 | 91 | 19 | 0 | 127 | 35 | 39 | 13 | 0 | 87 | 35 | 50 | 45 | 0 | 130 | 494 |
| Total | 145 | 368 | 71 | 0 | 584 | 69 | 398 | 66 | 0 | 533 | 125 | 142 | 98 | 0 | 365 | 128 | 153 | 154 | 0 | 435 | 1917 |
| 04:00 PM | 46 | 102 | 24 | 0 | 172 | 19 | 106 | 27 | 0 | 152 | 39 | 29 | 22 | 0 | 90 | 23 | 34 | 31 | 0 | 88 | 502 |
| 04:15 PM | 42 | 96 | 18 | 0 | 156 | 7 | 103 | 16 | 0 | 126 | 35 | 27 | 19 | 0 | 81 | 33 | 28 | 30 | 0 | 91 | 454 |
| 04:30 PM | 23 | 104 | 17 | 0 | 144 | 13 | 96 | 16 | 0 | 125 | 26 | 32 | 14 | 0 | 72 | 29 | 25 | 31 | 0 | 85 | 426 |
| 04:45 PM | 33 | 114 | 21 | 0 | 168 | 16 | 84 | 23 | 0 | 123 | 26 | 44 | 18 | 0 | 88 | 26 | 29 | 28 | 0 | 83 | 462 |
| Total | 144 | 416 | 80 | 0 | 640 | 55 | 389 | 82 | 0 | 526 | 126 | 132 | 73 | 0 | 331 | 111 | 116 | 120 | 0 | 347 | 1844 |
| 05:00 PM | 49 | 93 | 26 | 0 | 168 | 13 | 122 | 28 | 0 | 163 | 27 | 29 | 18 | 0 | 74 | 31 | 31 | 27 | 0 | 89 | 494 |
| 05:15 PM | 43 | 107 | 23 | 0 | 173 | 8 | 101 | 20 | 0 | 129 | 28 | 35 | 9 | 0 | 72 | 17 | 35 | 27 | 0 | 79 | 453 |
| 05:30 PM | 28 | 93 | 12 | 0 | 133 | 19 | 103 | 17 | 0 | 139 | 23 | 35 | 8 | 0 | 66 | 32 | 37 | 37 | 0 | 106 | 444 |
| 05:45 PM | 40 | 84 | 11 | 0 | 135 | 14 | 93 | 15 | 0 | 122 | 25 | 35 | 6 | 0 | 66 | 30 | 36 | 19 | 0 | 85 | 408 |
| Total | 160 | 377 | 72 | 0 | 609 | 54 | 419 | 80 | 0 | 553 | 103 | 134 | 41 | 0 | 278 | 110 | 139 | 110 | 0 | 359 | 1799 |
| 06:00 PM | 44 | 96 | 12 | 0 | 152 | 7 | 75 | 13 | 0 | 95 | 17 | 21 | 12 | 0 | 50 | 33 | 27 | 17 | 0 | 77 | 374 |
| 06:15 PM | 33 | 112 | 20 | 0 | 165 | 19 | 94 | 71 | 0 | 184 | 16 | 26 | 7 | 0 | 49 | 23 | 16 | 32 | 0 | 71 | 469 |
| Grand Total | 786 | 1998 | 337 | 0 | 3121 | 408 | 1938 | 414 | 0 | 2760 | 517 | 764 | 328 | 0 | 1609 | 590 | 706 | 628 | 0 | 1924 | 9414 |
| Apprch % | 25.2 | 64 | 10.8 | 0 | | 14.8 | 70.2 | 15 | 0 | | 32.1 | 47.5 | 20.4 | 0 | | 30.7 | 36.7 | 32.6 | 0 | | |
| Total % | 8.3 | 21.2 | 3.6 | 0 | 33.2 | 4.3 | 20.6 | 4.4 | 0 | 29.3 | 5.5 | 8.1 | 3.5 | 0 | 17.1 | 6.3 | 7.5 | 6.7 | 0 | 20.4 | |
| Cars | 763 | 1915 | 322 | 0 | 3000 | 391 | 1836 | 398 | 0 | 2625 | 489 | 733 | 313 | 0 | 1535 | 568 | 670 | 603 | 0 | 1841 | 9001 |
| % Cars | 97.1 | 95.8 | 95.5 | 0 | 96.1 | 95.8 | 94.7 | 96.1 | 0 | 95.1 | 94.6 | 95.9 | 95.4 | 0 | 95.4 | 96.3 | 94.9 | 96 | 0 | 95.7 | 95.6 |
| Trucks | 5 | 44 | 5 | 0 | 54 | 10 | 59 | 7 | 0 | 76 | 8 | 6 | 7 | 0 | 21 | 10 | 7 | 3 | 0 | 20 | 171 |
| % Trucks | 0.6 | 2.2 | 1.5 | 0 | 1.7 | 2.5 | 3 | 1.7 | 0 | 2.8 | 1.5 | 0.8 | 2.1 | 0 | 1.3 | 1.7 | 1 | 0.5 | 0 | 1 | 1.8 |
| Buses | 18 | 39 | 10 | 0 | 67 | 7 | 43 | 9 | 0 | 59 | 20 | 25 | 8 | 0 | 53 | 12 | 29 | 22 | 0 | 63 | 242 |
| % Buses | 2.3 | 2 | 3 | 0 | 2.1 | 1.7 | 2.2 | 2.2 | 0 | 2.1 | 3.9 | 3.3 | 2.4 | 0 | 3.3 | 2 | 4.1 | 3.5 | 0 | 3.3 | 2.6 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W:Lafayette Avenue
 N/S : Airmont Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Lafayette Avenue (NY 59) and Airmont Road (CR 89)
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Lafayette Avenue Eastbound | | | | | Lafayette Avenue Westbound | | | | | Airmont Road Northbound | | | | | Airmont Road Southbound | | | | | Int. Total |
|-------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 62 | 40 | 5 | 0 | 107 | 12 | 48 | 44 | 0 | 104 | 4 | 78 | 18 | 0 | 100 | 56 | 30 | 61 | 0 | 147 | 458 |
| 07:15 AM | 79 | 45 | 4 | 0 | 128 | 19 | 48 | 43 | 0 | 110 | 7 | 53 | 14 | 0 | 74 | 60 | 37 | 65 | 0 | 162 | 474 |
| 07:30 AM | 84 | 66 | 9 | 0 | 159 | 18 | 44 | 42 | 0 | 104 | 6 | 76 | 27 | 0 | 109 | 78 | 51 | 84 | 0 | 213 | 585 |
| 07:45 AM | 86 | 63 | 3 | 0 | 152 | 8 | 53 | 60 | 0 | 121 | 12 | 67 | 30 | 0 | 109 | 80 | 49 | 87 | 0 | 216 | 598 |
| Total | 311 | 214 | 21 | 0 | 546 | 57 | 193 | 189 | 0 | 439 | 29 | 274 | 89 | 0 | 392 | 274 | 167 | 297 | 0 | 738 | 2115 |
| 08:00 AM | 90 | 63 | 5 | 0 | 158 | 20 | 35 | 61 | 0 | 116 | 14 | 78 | 22 | 0 | 114 | 109 | 55 | 98 | 0 | 262 | 650 |
| 08:15 AM | 79 | 73 | 4 | 0 | 156 | 22 | 53 | 61 | 0 | 136 | 7 | 88 | 21 | 0 | 116 | 88 | 59 | 100 | 0 | 247 | 655 |
| 08:30 AM | 97 | 62 | 4 | 0 | 163 | 20 | 55 | 58 | 0 | 133 | 6 | 105 | 23 | 0 | 134 | 83 | 36 | 103 | 0 | 222 | 652 |
| 08:45 AM | 78 | 65 | 7 | 0 | 150 | 24 | 59 | 57 | 0 | 140 | 5 | 102 | 39 | 0 | 146 | 87 | 62 | 115 | 0 | 264 | 700 |
| Total | 344 | 263 | 20 | 0 | 627 | 86 | 202 | 237 | 0 | 525 | 32 | 373 | 105 | 0 | 510 | 367 | 212 | 416 | 0 | 995 | 2657 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 90 | 72 | 12 | 0 | 174 | 40 | 67 | 98 | 0 | 205 | 13 | 58 | 26 | 0 | 97 | 67 | 68 | 96 | 0 | 231 | 707 |
| 03:15 PM | 86 | 72 | 12 | 0 | 170 | 28 | 79 | 81 | 0 | 188 | 15 | 85 | 26 | 0 | 126 | 80 | 66 | 115 | 0 | 261 | 745 |
| 03:30 PM | 95 | 84 | 10 | 0 | 189 | 21 | 68 | 82 | 0 | 171 | 5 | 84 | 34 | 0 | 123 | 90 | 71 | 133 | 0 | 294 | 777 |
| 03:45 PM | 92 | 81 | 20 | 0 | 193 | 25 | 61 | 82 | 0 | 168 | 19 | 72 | 39 | 0 | 130 | 74 | 64 | 104 | 0 | 242 | 733 |
| Total | 363 | 309 | 54 | 0 | 726 | 114 | 275 | 343 | 0 | 732 | 52 | 299 | 125 | 0 | 476 | 311 | 269 | 448 | 0 | 1028 | 2962 |
| 04:00 PM | 90 | 89 | 17 | 0 | 196 | 38 | 73 | 92 | 0 | 203 | 10 | 67 | 31 | 0 | 108 | 75 | 78 | 96 | 0 | 249 | 756 |
| 04:15 PM | 94 | 67 | 12 | 0 | 173 | 40 | 67 | 84 | 0 | 191 | 13 | 71 | 27 | 0 | 111 | 77 | 81 | 100 | 0 | 258 | 733 |
| 04:30 PM | 77 | 79 | 11 | 0 | 167 | 36 | 58 | 84 | 0 | 178 | 22 | 70 | 20 | 0 | 112 | 56 | 75 | 103 | 0 | 234 | 691 |
| 04:45 PM | 114 | 86 | 13 | 0 | 213 | 31 | 49 | 77 | 0 | 157 | 13 | 78 | 20 | 0 | 111 | 66 | 82 | 114 | 0 | 262 | 743 |
| Total | 375 | 321 | 53 | 0 | 749 | 145 | 247 | 337 | 0 | 729 | 58 | 286 | 98 | 0 | 442 | 274 | 316 | 413 | 0 | 1003 | 2923 |
| 05:00 PM | 68 | 73 | 15 | 0 | 156 | 42 | 76 | 109 | 0 | 227 | 16 | 95 | 30 | 0 | 141 | 69 | 82 | 106 | 0 | 257 | 781 |
| 05:15 PM | 102 | 90 | 11 | 0 | 203 | 36 | 60 | 67 | 0 | 163 | 10 | 97 | 26 | 0 | 133 | 83 | 76 | 106 | 0 | 265 | 764 |
| 05:30 PM | 89 | 73 | 7 | 0 | 169 | 35 | 69 | 76 | 0 | 180 | 12 | 87 | 39 | 0 | 138 | 80 | 64 | 98 | 0 | 242 | 729 |
| 05:45 PM | 72 | 72 | 11 | 0 | 155 | 34 | 58 | 75 | 0 | 167 | 9 | 88 | 21 | 0 | 118 | 91 | 73 | 112 | 0 | 276 | 716 |
| Total | 331 | 308 | 44 | 0 | 683 | 147 | 263 | 327 | 0 | 737 | 47 | 367 | 116 | 0 | 530 | 323 | 295 | 422 | 0 | 1040 | 2990 |
| 06:00 PM | 78 | 88 | 7 | 0 | 173 | 41 | 52 | 67 | 0 | 160 | 6 | 81 | 22 | 0 | 109 | 86 | 55 | 83 | 0 | 224 | 666 |
| 06:15 PM | 81 | 75 | 7 | 0 | 163 | 35 | 50 | 75 | 0 | 160 | 9 | 84 | 22 | 0 | 115 | 83 | 86 | 93 | 0 | 262 | 700 |
| Grand Total | 1883 | 1578 | 206 | 0 | 3667 | 625 | 1282 | 1575 | 0 | 3482 | 233 | 1764 | 577 | 0 | 2574 | 1718 | 1400 | 2172 | 0 | 5290 | 15013 |
| Apprch % | 51.3 | 43 | 5.6 | 0 | | 17.9 | 36.8 | 45.2 | 0 | | 9.1 | 68.5 | 22.4 | 0 | | 32.5 | 26.5 | 41.1 | 0 | | |
| Total % | 12.5 | 10.5 | 1.4 | 0 | 24.4 | 4.2 | 8.5 | 10.5 | 0 | 23.2 | 1.6 | 11.7 | 3.8 | 0 | 17.1 | 11.4 | 9.3 | 14.5 | 0 | 35.2 | |
| Cars | 1835 | 1504 | 194 | 0 | 3533 | 604 | 1211 | 1444 | 0 | 3259 | 212 | 1690 | 553 | 0 | 2455 | 1587 | 1340 | 2106 | 0 | 5033 | 14280 |
| % Cars | 97.5 | 95.3 | 94.2 | 0 | 96.3 | 96.6 | 94.5 | 91.7 | 0 | 93.6 | 91 | 95.8 | 95.8 | 0 | 95.4 | 92.4 | 95.7 | 97 | 0 | 95.1 | 95.1 |
| Trucks | 29 | 37 | 6 | 0 | 72 | 7 | 35 | 115 | 0 | 157 | 10 | 42 | 9 | 0 | 61 | 105 | 26 | 41 | 0 | 172 | 462 |
| % Trucks | 1.5 | 2.3 | 2.9 | 0 | 2 | 1.1 | 2.7 | 7.3 | 0 | 4.5 | 4.3 | 2.4 | 1.6 | 0 | 2.4 | 6.1 | 1.9 | 1.9 | 0 | 3.3 | 3.1 |
| Buses | 19 | 37 | 6 | 0 | 62 | 14 | 36 | 16 | 0 | 66 | 11 | 32 | 15 | 0 | 58 | 26 | 34 | 25 | 0 | 85 | 271 |
| % Buses | 1 | 2.3 | 2.9 | 0 | 1.7 | 2.2 | 2.8 | 1 | 0 | 1.9 | 4.7 | 1.8 | 2.6 | 0 | 2.3 | 1.5 | 2.4 | 1.2 | 0 | 1.6 | 1.8 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: I-297 Eastbound Ramps
 N/S : Airmont Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Airmont Road (CR 89) and I-287 Eastbound Ramps
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | I-287 Eastbound Ramp Eastbound | | | | | I-287 Eastbound Ramp Westbound | | | | | Airmont Road Northbound | | | | | Airmont Road Southbound | | | | | Int. Total |
|-------------|--------------------------------|-------|------|------------|------|--------------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | | Right | Peds | App. Total | | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 66 | 0 | 70 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 120 | 0 | 222 | 47 | 90 | 0 | 0 | 137 | 495 |
| 07:15 AM | 65 | 0 | 61 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 121 | 0 | 197 | 52 | 131 | 0 | 0 | 183 | 506 |
| 07:30 AM | 50 | 3 | 107 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 131 | 0 | 216 | 61 | 141 | 0 | 0 | 202 | 578 |
| 07:45 AM | 87 | 1 | 88 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 125 | 0 | 227 | 81 | 173 | 0 | 0 | 254 | 657 |
| Total | 268 | 4 | 326 | 0 | 598 | 0 | 0 | 0 | 0 | 0 | 0 | 365 | 497 | 0 | 862 | 241 | 535 | 0 | 0 | 776 | 2236 |
| 08:00 AM | 70 | 1 | 96 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 143 | 0 | 267 | 81 | 163 | 0 | 0 | 244 | 678 |
| 08:15 AM | 65 | 1 | 87 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 138 | 0 | 244 | 85 | 188 | 0 | 0 | 273 | 670 |
| 08:30 AM | 60 | 2 | 78 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 172 | 0 | 278 | 84 | 177 | 0 | 0 | 261 | 679 |
| 08:45 AM | 70 | 0 | 81 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 148 | 0 | 265 | 68 | 195 | 0 | 0 | 263 | 679 |
| Total | 265 | 4 | 342 | 0 | 611 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 601 | 0 | 1054 | 318 | 723 | 0 | 0 | 1041 | 2706 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 57 | 2 | 58 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 146 | 0 | 297 | 94 | 197 | 0 | 0 | 291 | 705 |
| 03:15 PM | 66 | 0 | 62 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 153 | 0 | 279 | 101 | 225 | 0 | 0 | 326 | 733 |
| 03:30 PM | 53 | 1 | 64 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 148 | 0 | 292 | 92 | 235 | 0 | 0 | 327 | 737 |
| 03:45 PM | 61 | 2 | 54 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 125 | 0 | 267 | 86 | 246 | 0 | 0 | 332 | 716 |
| Total | 237 | 5 | 238 | 0 | 480 | 0 | 0 | 0 | 0 | 0 | 0 | 563 | 572 | 0 | 1135 | 373 | 903 | 0 | 0 | 1276 | 2891 |
| 04:00 PM | 49 | 0 | 63 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 158 | 0 | 293 | 89 | 240 | 0 | 0 | 329 | 734 |
| 04:15 PM | 62 | 0 | 43 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 151 | 0 | 272 | 78 | 209 | 0 | 0 | 287 | 664 |
| 04:30 PM | 60 | 0 | 52 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 147 | 0 | 263 | 81 | 203 | 0 | 0 | 284 | 659 |
| 04:45 PM | 76 | 0 | 53 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 165 | 0 | 291 | 93 | 216 | 0 | 0 | 309 | 729 |
| Total | 247 | 0 | 211 | 0 | 458 | 0 | 0 | 0 | 0 | 0 | 0 | 498 | 621 | 0 | 1119 | 341 | 868 | 0 | 0 | 1209 | 2786 |
| 05:00 PM | 52 | 1 | 56 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 181 | 0 | 324 | 103 | 224 | 0 | 0 | 327 | 760 |
| 05:15 PM | 70 | 0 | 66 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 162 | 0 | 287 | 120 | 225 | 0 | 0 | 345 | 768 |
| 05:30 PM | 80 | 0 | 65 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 155 | 0 | 253 | 84 | 198 | 0 | 0 | 282 | 680 |
| 05:45 PM | 83 | 0 | 78 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 143 | 0 | 244 | 75 | 198 | 0 | 0 | 273 | 678 |
| Total | 285 | 1 | 265 | 0 | 551 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 641 | 0 | 1108 | 382 | 845 | 0 | 0 | 1227 | 2886 |
| 06:00 PM | 66 | 1 | 65 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 150 | 0 | 256 | 87 | 192 | 0 | 0 | 279 | 667 |
| 06:15 PM | 70 | 0 | 80 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 137 | 0 | 242 | 93 | 200 | 0 | 0 | 293 | 685 |
| Grand Total | 1438 | 15 | 1527 | 0 | 2980 | 0 | 0 | 0 | 0 | 0 | 0 | 2557 | 3219 | 0 | 5776 | 1835 | 4266 | 0 | 0 | 6101 | 14857 |
| Apprch % | 48.3 | 0.5 | 51.2 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 44.3 | 55.7 | 0 | | 30.1 | 69.9 | 0 | 0 | | |
| Total % | 9.7 | 0.1 | 10.3 | 0 | 20.1 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 21.7 | 0 | 38.9 | 12.4 | 28.7 | 0 | 0 | 41.1 | |
| Cars | 1329 | 4 | 1331 | 0 | 2664 | 0 | 0 | 0 | 0 | 0 | 0 | 2318 | 3106 | 0 | 5424 | 1789 | 4120 | 0 | 0 | 5909 | 13997 |
| % Cars | 92.4 | 26.7 | 87.2 | 0 | 89.4 | 0 | 0 | 0 | 0 | 0 | 0 | 90.7 | 96.5 | 0 | 93.9 | 97.5 | 96.6 | 0 | 0 | 96.9 | 94.2 |
| Trucks | 82 | 11 | 167 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 91 | 0 | 290 | 33 | 97 | 0 | 0 | 130 | 680 |
| % Trucks | 5.7 | 73.3 | 10.9 | 0 | 8.7 | 0 | 0 | 0 | 0 | 0 | 0 | 7.8 | 2.8 | 0 | 5 | 1.8 | 2.3 | 0 | 0 | 2.1 | 4.6 |
| Buses | 27 | 0 | 29 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 22 | 0 | 62 | 13 | 49 | 0 | 0 | 62 | 180 |
| % Buses | 1.9 | 0 | 1.9 | 0 | 1.9 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0.7 | 0 | 1.1 | 0.7 | 1.1 | 0 | 0 | 1 | 1.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: I-297 Westbound Ramps
 N/S : Airmont Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Airmont Road (CR 89) and I-287 Westbound Ramps
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | I-287 Westbound Ramp Eastbound | | | | | I-287 Westbound Ramp Westbound | | | | | Airmont Road Northbound | | | | | Airmont Road Southbound | | | | | Int. Total |
|-------------|--------------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 112 | 1 | 76 | 0 | 189 | 61 | 130 | 0 | 0 | 191 | 0 | 127 | 75 | 0 | 202 | 582 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 87 | 0 | 230 | 53 | 120 | 0 | 0 | 173 | 0 | 132 | 82 | 0 | 214 | 617 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 82 | 0 | 210 | 54 | 119 | 0 | 0 | 173 | 0 | 134 | 82 | 0 | 216 | 599 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 110 | 0 | 260 | 54 | 124 | 0 | 0 | 178 | 0 | 118 | 99 | 0 | 217 | 655 |
| Total | 0 | 0 | 0 | 0 | 0 | 533 | 1 | 355 | 0 | 889 | 222 | 493 | 0 | 0 | 715 | 0 | 511 | 338 | 0 | 849 | 2453 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 136 | 1 | 102 | 0 | 239 | 38 | 133 | 0 | 0 | 171 | 0 | 165 | 65 | 0 | 230 | 640 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 75 | 0 | 186 | 56 | 124 | 0 | 0 | 180 | 0 | 141 | 80 | 0 | 221 | 587 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 98 | 1 | 82 | 0 | 181 | 56 | 99 | 0 | 0 | 155 | 0 | 133 | 69 | 0 | 202 | 538 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 56 | 0 | 152 | 51 | 96 | 0 | 0 | 147 | 0 | 146 | 86 | 0 | 232 | 531 |
| Total | 0 | 0 | 0 | 0 | 0 | 441 | 2 | 315 | 0 | 758 | 201 | 452 | 0 | 0 | 653 | 0 | 585 | 300 | 0 | 885 | 2296 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 82 | 0 | 218 | 75 | 121 | 0 | 0 | 196 | 0 | 151 | 108 | 0 | 259 | 673 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 82 | 0 | 232 | 78 | 121 | 0 | 0 | 199 | 0 | 179 | 101 | 0 | 280 | 711 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 107 | 0 | 262 | 75 | 128 | 0 | 0 | 203 | 0 | 171 | 87 | 0 | 258 | 723 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 99 | 0 | 274 | 66 | 136 | 0 | 0 | 202 | 0 | 155 | 76 | 0 | 231 | 707 |
| Total | 0 | 0 | 0 | 0 | 0 | 616 | 0 | 370 | 0 | 986 | 294 | 506 | 0 | 0 | 800 | 0 | 656 | 372 | 0 | 1028 | 2814 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 93 | 0 | 273 | 82 | 100 | 0 | 0 | 182 | 0 | 155 | 85 | 0 | 240 | 695 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 87 | 0 | 227 | 62 | 123 | 0 | 0 | 185 | 0 | 149 | 70 | 0 | 219 | 631 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 142 | 0 | 93 | 0 | 235 | 60 | 125 | 0 | 0 | 185 | 0 | 138 | 95 | 0 | 233 | 653 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 78 | 0 | 233 | 80 | 117 | 0 | 0 | 197 | 0 | 154 | 93 | 0 | 247 | 677 |
| Total | 0 | 0 | 0 | 0 | 0 | 617 | 0 | 351 | 0 | 968 | 284 | 465 | 0 | 0 | 749 | 0 | 596 | 343 | 0 | 939 | 2656 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 74 | 0 | 226 | 68 | 116 | 0 | 0 | 184 | 0 | 180 | 106 | 0 | 286 | 696 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 112 | 0 | 265 | 71 | 130 | 0 | 0 | 201 | 0 | 189 | 105 | 0 | 294 | 760 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 111 | 0 | 260 | 57 | 132 | 0 | 0 | 189 | 0 | 132 | 96 | 0 | 228 | 677 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 130 | 0 | 282 | 44 | 132 | 0 | 0 | 176 | 0 | 126 | 75 | 0 | 201 | 659 |
| Total | 0 | 0 | 0 | 0 | 0 | 606 | 0 | 427 | 0 | 1033 | 240 | 510 | 0 | 0 | 750 | 0 | 627 | 382 | 0 | 1009 | 2792 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 99 | 0 | 230 | 46 | 127 | 0 | 0 | 173 | 0 | 137 | 78 | 0 | 215 | 618 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 79 | 0 | 223 | 48 | 124 | 0 | 0 | 172 | 0 | 153 | 84 | 0 | 237 | 632 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 3088 | 3 | 1996 | 0 | 5087 | 1335 | 2677 | 0 | 0 | 4012 | 0 | 3265 | 1897 | 0 | 5162 | 14261 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 60.7 | 0.1 | 39.2 | 0 | | 33.3 | 66.7 | 0 | 0 | | 0 | 63.3 | 36.7 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 21.7 | 0 | 14 | 0 | 35.7 | 9.4 | 18.8 | 0 | 0 | 28.1 | 0 | 22.9 | 13.3 | 0 | 36.2 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 2982 | 3 | 1940 | 0 | 4925 | 1140 | 2520 | 0 | 0 | 3660 | 0 | 3163 | 1764 | 0 | 4927 | 13512 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 96.6 | 100 | 97.2 | 0 | 96.8 | 85.4 | 94.1 | 0 | 0 | 91.2 | 0 | 96.9 | 93 | 0 | 95.4 | 94.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 35 | 0 | 121 | 177 | 119 | 0 | 0 | 296 | 0 | 69 | 90 | 0 | 159 | 576 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 2.8 | 0 | 1.8 | 0 | 2.4 | 13.3 | 4.4 | 0 | 0 | 7.4 | 0 | 2.1 | 4.7 | 0 | 3.1 | 4 |
| Buses | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 21 | 0 | 41 | 18 | 38 | 0 | 0 | 56 | 0 | 33 | 43 | 0 | 76 | 173 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 1.1 | 0 | 0.8 | 1.3 | 1.4 | 0 | 0 | 1.4 | 0 | 1 | 2.3 | 0 | 1.5 | 1.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: North DeBaun
 N/S : Airmont Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Airmont Road (CR 89) and North DeBaun AM
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | North DeBaun Eastbound | | | | | North DeBaun Westbound | | | | | Airmont Road Northbound | | | | | Airmont Road Southbound | | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 17 | 0 | 5 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 10 | 183 | 1 | 0 | 194 | 0 | 146 | 0 | 0 | 146 | 363 |
| 07:15 AM | 17 | 0 | 7 | 0 | 24 | 3 | 1 | 2 | 0 | 6 | 8 | 173 | 2 | 0 | 183 | 2 | 172 | 0 | 0 | 174 | 387 |
| 07:30 AM | 11 | 1 | 9 | 0 | 21 | 1 | 1 | 2 | 0 | 4 | 4 | 196 | 2 | 0 | 202 | 6 | 204 | 1 | 0 | 211 | 438 |
| 07:45 AM | 14 | 0 | 4 | 0 | 18 | 1 | 0 | 3 | 0 | 4 | 5 | 215 | 2 | 0 | 222 | 7 | 243 | 0 | 0 | 250 | 494 |
| Total | 59 | 1 | 25 | 0 | 85 | 5 | 2 | 8 | 0 | 15 | 27 | 767 | 7 | 0 | 801 | 15 | 765 | 1 | 0 | 781 | 1682 |
| 08:00 AM | 11 | 0 | 5 | 0 | 16 | 5 | 0 | 9 | 0 | 14 | 7 | 231 | 2 | 0 | 240 | 4 | 246 | 0 | 0 | 250 | 520 |
| 08:15 AM | 19 | 0 | 8 | 0 | 27 | 6 | 0 | 1 | 0 | 7 | 11 | 317 | 1 | 0 | 329 | 2 | 230 | 2 | 0 | 234 | 597 |
| 08:30 AM | 11 | 0 | 10 | 0 | 21 | 2 | 0 | 4 | 0 | 6 | 8 | 264 | 4 | 0 | 276 | 5 | 238 | 2 | 0 | 245 | 548 |
| 08:45 AM | 10 | 0 | 9 | 0 | 19 | 3 | 1 | 4 | 0 | 8 | 5 | 241 | 5 | 0 | 251 | 3 | 256 | 1 | 0 | 260 | 538 |
| Total | 51 | 0 | 32 | 0 | 83 | 16 | 1 | 18 | 0 | 35 | 31 | 1053 | 12 | 0 | 1096 | 14 | 970 | 5 | 0 | 989 | 2203 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 110 | 1 | 57 | 0 | 168 | 21 | 3 | 26 | 0 | 50 | 58 | 1820 | 19 | 0 | 1897 | 29 | 1735 | 6 | 0 | 1770 | 3885 |
| Apprch % | 65.5 | 0.6 | 33.9 | 0 | | 42 | 6 | 52 | 0 | | 3.1 | 95.9 | 1 | 0 | | 1.6 | 98 | 0.3 | 0 | | |
| Total % | 2.8 | 0 | 1.5 | 0 | 4.3 | 0.5 | 0.1 | 0.7 | 0 | 1.3 | 1.5 | 46.8 | 0.5 | 0 | 48.8 | 0.7 | 44.7 | 0.2 | 0 | 45.6 | |
| Cars | 107 | 1 | 47 | 0 | 155 | 21 | 2 | 23 | 0 | 46 | 52 | 1715 | 18 | 0 | 1785 | 27 | 1601 | 5 | 0 | 1633 | 3619 |
| % Cars | 97.3 | 100 | 82.5 | 0 | 92.3 | 100 | 66.7 | 88.5 | 0 | 92 | 89.7 | 94.2 | 94.7 | 0 | 94.1 | 93.1 | 92.3 | 83.3 | 0 | 92.3 | 93.2 |
| Trucks | 3 | 0 | 6 | 0 | 9 | 0 | 1 | 2 | 0 | 3 | 2 | 79 | 1 | 0 | 82 | 2 | 89 | 1 | 0 | 92 | 186 |
| % Trucks | 2.7 | 0 | 10.5 | 0 | 5.4 | 0 | 33.3 | 7.7 | 0 | 6 | 3.4 | 4.3 | 5.3 | 0 | 4.3 | 6.9 | 5.1 | 16.7 | 0 | 5.2 | 4.8 |
| Buses | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 4 | 26 | 0 | 0 | 30 | 0 | 45 | 0 | 0 | 45 | 80 |
| % Buses | 0 | 0 | 7 | 0 | 2.4 | 0 | 0 | 3.8 | 0 | 2 | 6.9 | 1.4 | 0 | 0 | 1.6 | 0 | 2.6 | 0 | 0 | 2.5 | 2.1 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: North DeBaun
 N/S : Airmont Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Airmont Road (CR 89) and North DeBaun PM
 Site Code : 00000000
 Start Date : 6/16/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | North DeBaun Eastbound | | | | | North DeBaun Westbound | | | | | Airmont Road Northbound | | | | | Airmont Road Southbound | | | | | Int. Total |
|-------------|------------------------|------|------------|------|------|------------------------|------|------------|------|------|-------------------------|------|------------|------|------|-------------------------|------|------------|---|------|------------|
| | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 10 | 0 | 5 | 0 | 15 | 5 | 0 | 4 | 0 | 9 | 4 | 226 | 8 | 0 | 238 | 2 | 236 | 4 | 0 | 242 | 504 |
| 03:15 PM | 12 | 0 | 6 | 0 | 18 | 7 | 0 | 4 | 0 | 11 | 6 | 231 | 6 | 0 | 243 | 6 | 261 | 1 | 0 | 268 | 540 |
| 03:30 PM | 17 | 0 | 5 | 0 | 22 | 8 | 0 | 9 | 0 | 17 | 10 | 262 | 13 | 0 | 285 | 9 | 305 | 2 | 0 | 316 | 640 |
| 03:45 PM | 13 | 0 | 5 | 0 | 18 | 4 | 0 | 4 | 0 | 8 | 8 | 253 | 4 | 0 | 265 | 5 | 299 | 5 | 0 | 309 | 600 |
| Total | 52 | 0 | 21 | 0 | 73 | 24 | 0 | 21 | 0 | 45 | 28 | 972 | 31 | 0 | 1031 | 22 | 1101 | 12 | 0 | 1135 | 2284 |
| 04:00 PM | 13 | 0 | 10 | 0 | 23 | 4 | 0 | 7 | 0 | 11 | 8 | 264 | 5 | 0 | 277 | 6 | 269 | 2 | 0 | 277 | 588 |
| 04:15 PM | 20 | 0 | 5 | 0 | 25 | 4 | 1 | 7 | 0 | 12 | 9 | 260 | 8 | 0 | 277 | 7 | 244 | 3 | 0 | 254 | 568 |
| 04:30 PM | 15 | 0 | 4 | 0 | 19 | 4 | 0 | 4 | 0 | 8 | 8 | 232 | 8 | 0 | 248 | 7 | 245 | 0 | 0 | 252 | 527 |
| 04:45 PM | 20 | 0 | 5 | 0 | 25 | 11 | 0 | 9 | 0 | 20 | 10 | 235 | 8 | 0 | 253 | 3 | 266 | 0 | 0 | 269 | 567 |
| Total | 68 | 0 | 24 | 0 | 92 | 23 | 1 | 27 | 0 | 51 | 35 | 991 | 29 | 0 | 1055 | 23 | 1024 | 5 | 0 | 1052 | 2250 |
| 05:00 PM | 16 | 0 | 5 | 0 | 21 | 5 | 0 | 13 | 0 | 18 | 5 | 305 | 8 | 0 | 318 | 13 | 248 | 2 | 0 | 263 | 620 |
| 05:15 PM | 12 | 1 | 4 | 0 | 17 | 5 | 0 | 14 | 0 | 19 | 10 | 286 | 4 | 0 | 300 | 8 | 256 | 6 | 0 | 270 | 606 |
| 05:30 PM | 17 | 0 | 8 | 0 | 25 | 5 | 0 | 7 | 0 | 12 | 4 | 288 | 4 | 0 | 296 | 4 | 239 | 1 | 0 | 244 | 577 |
| 05:45 PM | 8 | 1 | 2 | 0 | 11 | 3 | 1 | 9 | 0 | 13 | 11 | 267 | 5 | 0 | 283 | 7 | 248 | 1 | 0 | 256 | 563 |
| Total | 53 | 2 | 19 | 0 | 74 | 18 | 1 | 43 | 0 | 62 | 30 | 1146 | 21 | 0 | 1197 | 32 | 991 | 10 | 0 | 1033 | 2366 |
| 06:00 PM | 5 | 0 | 6 | 0 | 11 | 3 | 0 | 5 | 0 | 8 | 7 | 236 | 1 | 0 | 244 | 2 | 233 | 0 | 0 | 235 | 498 |
| 06:15 PM | 13 | 1 | 5 | 0 | 19 | 3 | 1 | 4 | 0 | 8 | 4 | 195 | 5 | 0 | 204 | 7 | 257 | 3 | 0 | 267 | 498 |
| Grand Total | 191 | 3 | 75 | 0 | 269 | 71 | 3 | 100 | 0 | 174 | 104 | 3540 | 87 | 0 | 3731 | 86 | 3606 | 30 | 0 | 3722 | 7896 |
| Apprch % | 71 | 1.1 | 27.9 | 0 | | 40.8 | 1.7 | 57.5 | 0 | | 2.8 | 94.9 | 2.3 | 0 | | 2.3 | 96.9 | 0.8 | 0 | | |
| Total % | 2.4 | 0 | 0.9 | 0 | 3.4 | 0.9 | 0 | 1.3 | 0 | 2.2 | 1.3 | 44.8 | 1.1 | 0 | 47.3 | 1.1 | 45.7 | 0.4 | 0 | 47.1 | |
| Cars | 182 | 3 | 68 | 0 | 253 | 71 | 3 | 99 | 0 | 173 | 94 | 3415 | 87 | 0 | 3596 | 84 | 3499 | 30 | 0 | 3613 | 7635 |
| % Cars | 95.3 | 100 | 90.7 | 0 | 94.1 | 100 | 100 | 99 | 0 | 99.4 | 90.4 | 96.5 | 100 | 0 | 96.4 | 97.7 | 97 | 100 | 0 | 97.1 | 96.7 |
| Trucks | 8 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 86 | 0 | 0 | 90 | 1 | 69 | 0 | 0 | 70 | 169 |
| % Trucks | 4.2 | 0 | 1.3 | 0 | 3.3 | 0 | 0 | 0 | 0 | 0 | 3.8 | 2.4 | 0 | 0 | 2.4 | 1.2 | 1.9 | 0 | 0 | 1.9 | 2.1 |
| Buses | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 6 | 39 | 0 | 0 | 45 | 1 | 38 | 0 | 0 | 39 | 92 |
| % Buses | 0.5 | 0 | 8 | 0 | 2.6 | 0 | 0 | 1 | 0 | 0.6 | 5.8 | 1.1 | 0 | 0 | 1.2 | 1.2 | 1.1 | 0 | 0 | 1 | 1.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W:Montebello Road/Rella Road File Name : Montebello Road (CR 64)-Rella Road & North Airmont Road
 N/S : North Airmont Road Site Code : 00000000
 Town/ County: Montebello/Rockland Start Date : 7/27/2022
 Job # : 3709-99-004T Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Montebello Road Eastbound | | | | | Rella Road Westbound | | | | | North Airmont Road Northbound | | | | | North Airmont Road Southbound | | | | | Int. Total |
|--------------------|---------------------------|-------------|-------------|----------|-------------|----------------------|-------------|-------------|----------|-------------|-------------------------------|-------------|-------------|----------|-------------|-------------------------------|-------------|-------------|----------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 5 | 1 | 31 | 0 | 37 | 1 | 1 | 2 | 0 | 4 | 11 | 58 | 5 | 0 | 74 | 2 | 65 | 10 | 0 | 77 | 192 |
| 07:15 AM | 10 | 3 | 50 | 0 | 63 | 1 | 0 | 1 | 0 | 2 | 14 | 76 | 8 | 0 | 98 | 0 | 100 | 13 | 0 | 113 | 276 |
| 07:30 AM | 8 | 2 | 48 | 0 | 58 | 3 | 0 | 0 | 0 | 3 | 22 | 87 | 10 | 0 | 119 | 0 | 69 | 5 | 0 | 74 | 254 |
| 07:45 AM | 16 | 2 | 61 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 32 | 103 | 9 | 0 | 144 | 5 | 122 | 14 | 0 | 141 | 364 |
| Total | 39 | 8 | 190 | 0 | 237 | 5 | 1 | 3 | 0 | 9 | 79 | 324 | 32 | 0 | 435 | 7 | 356 | 42 | 0 | 405 | 1086 |
| 08:00 AM | 12 | 3 | 57 | 0 | 72 | 1 | 0 | 1 | 0 | 2 | 44 | 107 | 10 | 0 | 161 | 1 | 107 | 17 | 0 | 125 | 360 |
| 08:15 AM | 21 | 3 | 64 | 0 | 88 | 1 | 1 | 0 | 0 | 2 | 31 | 94 | 12 | 0 | 137 | 0 | 112 | 11 | 0 | 123 | 350 |
| 08:30 AM | 23 | 3 | 80 | 0 | 106 | 1 | 0 | 3 | 0 | 4 | 32 | 104 | 14 | 0 | 150 | 7 | 136 | 12 | 0 | 155 | 415 |
| 08:45 AM | 21 | 6 | 80 | 0 | 107 | 2 | 2 | 4 | 0 | 8 | 41 | 125 | 24 | 0 | 190 | 17 | 154 | 22 | 0 | 193 | 498 |
| Total | 77 | 15 | 281 | 0 | 373 | 5 | 3 | 8 | 0 | 16 | 148 | 430 | 60 | 0 | 638 | 25 | 509 | 62 | 0 | 596 | 1623 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 19 | 3 | 42 | 0 | 64 | 11 | 0 | 7 | 0 | 18 | 41 | 136 | 5 | 0 | 182 | 9 | 127 | 18 | 0 | 154 | 418 |
| 03:15 PM | 20 | 0 | 44 | 0 | 64 | 14 | 3 | 11 | 0 | 28 | 41 | 164 | 7 | 0 | 212 | 3 | 164 | 16 | 0 | 183 | 487 |
| 03:30 PM | 16 | 2 | 37 | 0 | 55 | 7 | 5 | 8 | 0 | 20 | 57 | 149 | 8 | 0 | 214 | 5 | 187 | 28 | 0 | 220 | 509 |
| 03:45 PM | 18 | 0 | 46 | 0 | 64 | 10 | 5 | 9 | 0 | 24 | 60 | 140 | 12 | 0 | 212 | 8 | 176 | 21 | 0 | 205 | 505 |
| Total | 73 | 5 | 169 | 0 | 247 | 42 | 13 | 35 | 0 | 90 | 199 | 589 | 32 | 0 | 820 | 25 | 654 | 83 | 0 | 762 | 1919 |
| 04:00 PM | 25 | 1 | 45 | 0 | 71 | 21 | 4 | 13 | 0 | 38 | 55 | 121 | 3 | 0 | 179 | 6 | 129 | 15 | 0 | 150 | 438 |
| 04:15 PM | 19 | 2 | 68 | 0 | 89 | 12 | 4 | 6 | 0 | 22 | 52 | 107 | 7 | 0 | 166 | 5 | 148 | 8 | 0 | 161 | 438 |
| 04:30 PM | 15 | 0 | 69 | 0 | 84 | 17 | 0 | 12 | 0 | 29 | 47 | 143 | 7 | 0 | 197 | 4 | 159 | 18 | 0 | 181 | 491 |
| 04:45 PM | 21 | 1 | 65 | 0 | 87 | 10 | 3 | 8 | 0 | 21 | 73 | 146 | 8 | 0 | 227 | 9 | 170 | 21 | 0 | 200 | 535 |
| Total | 80 | 4 | 247 | 0 | 331 | 60 | 11 | 39 | 0 | 110 | 227 | 517 | 25 | 0 | 769 | 24 | 606 | 62 | 0 | 692 | 1902 |
| 05:00 PM | 16 | 1 | 67 | 0 | 84 | 34 | 9 | 21 | 0 | 64 | 50 | 150 | 5 | 0 | 205 | 4 | 166 | 25 | 0 | 195 | 548 |
| 05:15 PM | 17 | 0 | 52 | 0 | 69 | 16 | 0 | 10 | 0 | 26 | 68 | 136 | 7 | 0 | 211 | 1 | 158 | 27 | 0 | 186 | 492 |
| 05:30 PM | 8 | 1 | 51 | 0 | 60 | 19 | 2 | 9 | 0 | 30 | 70 | 144 | 4 | 0 | 218 | 3 | 150 | 16 | 0 | 169 | 477 |
| 05:45 PM | 7 | 4 | 46 | 0 | 57 | 8 | 0 | 9 | 0 | 17 | 73 | 156 | 3 | 0 | 232 | 1 | 133 | 15 | 0 | 149 | 455 |
| Total | 48 | 6 | 216 | 0 | 270 | 77 | 11 | 49 | 0 | 137 | 261 | 586 | 19 | 0 | 866 | 9 | 607 | 83 | 0 | 699 | 1972 |
| 06:00 PM | 12 | 1 | 53 | 0 | 66 | 10 | 0 | 12 | 0 | 22 | 58 | 168 | 2 | 0 | 228 | 3 | 151 | 11 | 0 | 165 | 481 |
| 06:15 PM | 11 | 0 | 47 | 0 | 58 | 17 | 2 | 19 | 0 | 38 | 61 | 151 | 3 | 0 | 215 | 6 | 135 | 13 | 0 | 154 | 465 |
| Grand Total | 340 | 39 | 1203 | 0 | 1582 | 216 | 41 | 165 | 0 | 422 | 1033 | 2765 | 173 | 0 | 3971 | 99 | 3018 | 356 | 0 | 3473 | 9448 |
| Apprch % | 21.5 | 2.5 | 76 | 0 | | 51.2 | 9.7 | 39.1 | 0 | | 26 | 69.6 | 4.4 | 0 | | 2.9 | 86.9 | 10.3 | 0 | | |
| Total % | 3.6 | 0.4 | 12.7 | 0 | 16.7 | 2.3 | 0.4 | 1.7 | 0 | 4.5 | 10.9 | 29.3 | 1.8 | 0 | 42 | 1 | 31.9 | 3.8 | 0 | 36.8 | |
| Cars | 328 | 38 | 1182 | 0 | 1548 | 213 | 39 | 162 | 0 | 414 | 1011 | 2597 | 169 | 0 | 3777 | 94 | 2853 | 339 | 0 | 3286 | 9025 |
| % Cars | 96.5 | 97.4 | 98.3 | 0 | 97.9 | 98.6 | 95.1 | 98.2 | 0 | 98.1 | 97.9 | 93.9 | 97.7 | 0 | 95.1 | 94.9 | 94.5 | 95.2 | 0 | 94.6 | 95.5 |
| Trucks | 6 | 1 | 15 | 0 | 22 | 1 | 1 | 2 | 0 | 4 | 16 | 125 | 2 | 0 | 143 | 3 | 126 | 12 | 0 | 141 | 310 |
| % Trucks | 1.8 | 2.6 | 1.2 | 0 | 1.4 | 0.5 | 2.4 | 1.2 | 0 | 0.9 | 1.5 | 4.5 | 1.2 | 0 | 3.6 | 3 | 4.2 | 3.4 | 0 | 4.1 | 3.3 |
| Buses | 6 | 0 | 6 | 0 | 12 | 2 | 1 | 1 | 0 | 4 | 6 | 43 | 2 | 0 | 51 | 2 | 39 | 5 | 0 | 46 | 113 |
| % Buses | 1.8 | 0 | 0.5 | 0 | 0.8 | 0.9 | 2.4 | 0.6 | 0 | 0.9 | 0.6 | 1.6 | 1.2 | 0 | 1.3 | 2 | 1.3 | 1.4 | 0 | 1.3 | 1.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Dunnigan Drive
 N/S : Hemion Road
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Hemion Road (CR 93) and Dunnigan Drive
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Dunnigan Drive Westbound | | | | Hemion Road Northbound | | | | Hemion Road Southbound | | | | Int. Total |
|-------------|--------------------------|-------|------|------------|------------------------|-------|------|------------|------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 07:00 AM | 3 | 0 | 0 | 3 | 50 | 5 | 0 | 55 | 1 | 36 | 0 | 37 | 95 |
| 07:15 AM | 0 | 3 | 0 | 3 | 50 | 2 | 0 | 52 | 1 | 53 | 0 | 54 | 109 |
| 07:30 AM | 0 | 4 | 0 | 4 | 110 | 1 | 0 | 111 | 2 | 74 | 0 | 76 | 191 |
| 07:45 AM | 0 | 5 | 0 | 5 | 116 | 2 | 0 | 118 | 0 | 88 | 0 | 88 | 211 |
| Total | 3 | 12 | 0 | 15 | 326 | 10 | 0 | 336 | 4 | 251 | 0 | 255 | 606 |
| 08:00 AM | 2 | 0 | 0 | 2 | 31 | 3 | 0 | 34 | 0 | 79 | 0 | 79 | 115 |
| 08:15 AM | 3 | 1 | 0 | 4 | 45 | 3 | 0 | 48 | 1 | 53 | 0 | 54 | 106 |
| 08:30 AM | 0 | 1 | 0 | 1 | 49 | 0 | 0 | 49 | 1 | 45 | 0 | 46 | 96 |
| 08:45 AM | 2 | 0 | 0 | 2 | 48 | 0 | 0 | 48 | 1 | 82 | 0 | 83 | 133 |
| Total | 7 | 2 | 0 | 9 | 173 | 6 | 0 | 179 | 3 | 259 | 0 | 262 | 450 |
| ***BREAK*** | | | | | | | | | | | | | |
| 03:00 PM | 0 | 4 | 0 | 4 | 71 | 2 | 0 | 73 | 0 | 67 | 0 | 67 | 144 |
| 03:15 PM | 1 | 3 | 0 | 4 | 66 | 0 | 0 | 66 | 0 | 54 | 0 | 54 | 124 |
| 03:30 PM | 1 | 5 | 0 | 6 | 79 | 2 | 0 | 81 | 0 | 81 | 0 | 81 | 168 |
| 03:45 PM | 6 | 0 | 0 | 6 | 85 | 1 | 0 | 86 | 2 | 96 | 0 | 98 | 190 |
| Total | 8 | 12 | 0 | 20 | 301 | 5 | 0 | 306 | 2 | 298 | 0 | 300 | 626 |
| 04:00 PM | 3 | 2 | 0 | 5 | 82 | 2 | 0 | 84 | 0 | 63 | 0 | 63 | 152 |
| 04:15 PM | 3 | 3 | 0 | 6 | 82 | 2 | 0 | 84 | 1 | 57 | 0 | 58 | 148 |
| 04:30 PM | 0 | 1 | 0 | 1 | 75 | 0 | 0 | 75 | 1 | 76 | 0 | 77 | 153 |
| 04:45 PM | 1 | 2 | 0 | 3 | 80 | 2 | 0 | 82 | 1 | 55 | 0 | 56 | 141 |
| Total | 7 | 8 | 0 | 15 | 319 | 6 | 0 | 325 | 3 | 251 | 0 | 254 | 594 |
| 05:00 PM | 4 | 2 | 0 | 6 | 96 | 1 | 0 | 97 | 0 | 74 | 0 | 74 | 177 |
| 05:15 PM | 1 | 1 | 0 | 2 | 58 | 0 | 0 | 58 | 0 | 67 | 0 | 67 | 127 |
| 05:30 PM | 2 | 1 | 0 | 3 | 62 | 0 | 0 | 62 | 4 | 47 | 0 | 51 | 116 |
| 05:45 PM | 0 | 1 | 0 | 1 | 53 | 1 | 0 | 54 | 0 | 45 | 0 | 45 | 100 |
| Total | 7 | 5 | 0 | 12 | 269 | 2 | 0 | 271 | 4 | 233 | 0 | 237 | 520 |
| 06:00 PM | 1 | 4 | 0 | 5 | 56 | 0 | 0 | 56 | 0 | 32 | 0 | 32 | 93 |
| 06:15 PM | 3 | 2 | 0 | 5 | 41 | 0 | 0 | 41 | 2 | 37 | 0 | 39 | 85 |
| Grand Total | 36 | 45 | 0 | 81 | 1485 | 29 | 0 | 1514 | 18 | 1361 | 0 | 1379 | 2974 |
| Apprch % | 44.4 | 55.6 | 0 | | 98.1 | 1.9 | 0 | | 1.3 | 98.7 | 0 | | |
| Total % | 1.2 | 1.5 | 0 | 2.7 | 49.9 | 1 | 0 | 50.9 | 0.6 | 45.8 | 0 | 46.4 | |
| Cars | 36 | 44 | 0 | 80 | 1422 | 29 | 0 | 1451 | 18 | 1289 | 0 | 1307 | 2838 |
| % Cars | 100 | 97.8 | 0 | 98.8 | 95.8 | 100 | 0 | 95.8 | 100 | 94.7 | 0 | 94.8 | 95.4 |
| Trucks | 0 | 1 | 0 | 1 | 15 | 0 | 0 | 15 | 0 | 12 | 0 | 12 | 28 |
| % Trucks | 0 | 2.2 | 0 | 1.2 | 1 | 0 | 0 | 1 | 0 | 0.9 | 0 | 0.9 | 0.9 |
| Buses | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 60 | 0 | 60 | 108 |
| % Buses | 0 | 0 | 0 | 0 | 3.2 | 0 | 0 | 3.2 | 0 | 4.4 | 0 | 4.4 | 3.6 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W:Montebello Road
 N/S : Hemion Road/Ryan Mansion Drive
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Hemion Road (CR 93) and Montebello Road (CR 64)
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Montebello Road Eastbound | | | | | Montebello Road Westbound | | | | | Hemion Road Northbound | | | | | Ryan Mansion Drive Southbound | | | | | Int. Total |
|-------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 0 | 25 | 15 | 0 | 40 | 23 | 6 | 0 | 0 | 29 | 10 | 0 | 56 | 0 | 66 | 0 | 1 | 0 | 0 | 1 | 136 |
| 07:15 AM | 0 | 26 | 34 | 0 | 60 | 33 | 13 | 0 | 0 | 46 | 13 | 0 | 32 | 0 | 45 | 1 | 0 | 0 | 0 | 1 | 152 |
| 07:30 AM | 0 | 30 | 43 | 0 | 73 | 41 | 8 | 2 | 0 | 51 | 21 | 1 | 29 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 176 |
| 07:45 AM | 0 | 33 | 75 | 0 | 108 | 80 | 24 | 0 | 0 | 104 | 23 | 0 | 36 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 271 |
| Total | 0 | 114 | 167 | 0 | 281 | 177 | 51 | 2 | 0 | 230 | 67 | 1 | 153 | 0 | 221 | 1 | 2 | 0 | 0 | 3 | 735 |
| 08:00 AM | 0 | 24 | 29 | 0 | 53 | 53 | 17 | 0 | 0 | 70 | 17 | 0 | 36 | 0 | 53 | 1 | 0 | 0 | 0 | 1 | 177 |
| 08:15 AM | 1 | 35 | 40 | 0 | 76 | 33 | 9 | 2 | 0 | 44 | 24 | 1 | 28 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 173 |
| 08:30 AM | 0 | 32 | 35 | 0 | 67 | 25 | 6 | 2 | 0 | 33 | 12 | 0 | 37 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 149 |
| 08:45 AM | 2 | 28 | 53 | 0 | 83 | 43 | 11 | 2 | 0 | 56 | 22 | 1 | 41 | 0 | 64 | 3 | 1 | 0 | 0 | 4 | 207 |
| Total | 3 | 119 | 157 | 0 | 279 | 154 | 43 | 6 | 0 | 203 | 75 | 2 | 142 | 0 | 219 | 4 | 1 | 0 | 0 | 5 | 706 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 17 | 36 | 0 | 53 | 43 | 23 | 1 | 0 | 67 | 35 | 0 | 38 | 0 | 73 | 1 | 2 | 0 | 0 | 3 | 196 |
| 03:15 PM | 0 | 18 | 24 | 0 | 42 | 31 | 29 | 2 | 0 | 62 | 44 | 4 | 31 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 183 |
| 03:30 PM | 0 | 21 | 28 | 0 | 49 | 39 | 27 | 1 | 0 | 67 | 38 | 1 | 46 | 0 | 85 | 0 | 1 | 3 | 0 | 4 | 205 |
| 03:45 PM | 0 | 15 | 30 | 0 | 45 | 64 | 34 | 2 | 0 | 100 | 29 | 1 | 51 | 0 | 81 | 2 | 3 | 0 | 0 | 5 | 231 |
| Total | 0 | 71 | 118 | 0 | 189 | 177 | 113 | 6 | 0 | 296 | 146 | 6 | 166 | 0 | 318 | 3 | 6 | 3 | 0 | 12 | 815 |
| 04:00 PM | 0 | 12 | 33 | 0 | 45 | 35 | 32 | 1 | 0 | 68 | 37 | 2 | 46 | 0 | 85 | 1 | 0 | 0 | 0 | 1 | 199 |
| 04:15 PM | 1 | 19 | 24 | 0 | 44 | 26 | 34 | 4 | 0 | 64 | 33 | 2 | 40 | 0 | 75 | 0 | 0 | 1 | 0 | 1 | 184 |
| 04:30 PM | 0 | 20 | 23 | 0 | 43 | 36 | 40 | 0 | 0 | 76 | 36 | 0 | 43 | 0 | 79 | 2 | 1 | 1 | 0 | 4 | 202 |
| 04:45 PM | 1 | 15 | 15 | 0 | 31 | 29 | 28 | 0 | 0 | 57 | 36 | 1 | 52 | 0 | 89 | 2 | 1 | 0 | 0 | 3 | 180 |
| Total | 2 | 66 | 95 | 0 | 163 | 126 | 134 | 5 | 0 | 265 | 142 | 5 | 181 | 0 | 328 | 5 | 2 | 2 | 0 | 9 | 765 |
| 05:00 PM | 0 | 16 | 17 | 0 | 33 | 32 | 25 | 1 | 0 | 58 | 34 | 1 | 56 | 0 | 91 | 6 | 3 | 3 | 0 | 12 | 194 |
| 05:15 PM | 0 | 15 | 19 | 0 | 34 | 40 | 33 | 2 | 0 | 75 | 39 | 1 | 49 | 0 | 89 | 4 | 2 | 1 | 0 | 7 | 205 |
| 05:30 PM | 0 | 20 | 29 | 0 | 49 | 37 | 29 | 1 | 0 | 67 | 43 | 1 | 36 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 196 |
| 05:45 PM | 1 | 9 | 26 | 0 | 36 | 25 | 22 | 2 | 0 | 49 | 30 | 1 | 39 | 0 | 70 | 0 | 1 | 2 | 0 | 3 | 158 |
| Total | 1 | 60 | 91 | 0 | 152 | 134 | 109 | 6 | 0 | 249 | 146 | 4 | 180 | 0 | 330 | 10 | 6 | 6 | 0 | 22 | 753 |
| 06:00 PM | 0 | 23 | 23 | 0 | 46 | 27 | 23 | 0 | 0 | 50 | 33 | 0 | 26 | 0 | 59 | 3 | 1 | 0 | 0 | 4 | 159 |
| 06:15 PM | 1 | 11 | 16 | 0 | 28 | 21 | 25 | 1 | 0 | 47 | 26 | 1 | 36 | 0 | 63 | 0 | 0 | 1 | 0 | 1 | 139 |
| Grand Total | 7 | 464 | 667 | 0 | 1138 | 816 | 498 | 26 | 0 | 1340 | 635 | 19 | 884 | 0 | 1538 | 26 | 18 | 12 | 0 | 56 | 4072 |
| Apprch % | 0.6 | 40.8 | 58.6 | 0 | | 60.9 | 37.2 | 1.9 | 0 | | 41.3 | 1.2 | 57.5 | 0 | | 46.4 | 32.1 | 21.4 | 0 | | |
| Total % | 0.2 | 11.4 | 16.4 | 0 | 27.9 | 20 | 12.2 | 0.6 | 0 | 32.9 | 15.6 | 0.5 | 21.7 | 0 | 37.8 | 0.6 | 0.4 | 0.3 | 0 | 1.4 | |
| Cars | 7 | 444 | 631 | 0 | 1082 | 768 | 474 | 25 | 0 | 1267 | 605 | 19 | 841 | 0 | 1465 | 26 | 17 | 12 | 0 | 55 | 3869 |
| % Cars | 100 | 95.7 | 94.6 | 0 | 95.1 | 94.1 | 95.2 | 96.2 | 0 | 94.6 | 95.3 | 100 | 95.1 | 0 | 95.3 | 100 | 94.4 | 100 | 0 | 98.2 | 95 |
| Trucks | 0 | 6 | 5 | 0 | 11 | 8 | 4 | 1 | 0 | 13 | 8 | 0 | 9 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 42 |
| % Trucks | 0 | 1.3 | 0.7 | 0 | 1 | 1 | 0.8 | 3.8 | 0 | 1 | 1.3 | 0 | 1 | 0 | 1.1 | 0 | 5.6 | 0 | 0 | 1.8 | 1 |
| Buses | 0 | 14 | 31 | 0 | 45 | 40 | 20 | 0 | 0 | 60 | 22 | 0 | 34 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 161 |
| % Buses | 0 | 3 | 4.6 | 0 | 4 | 4.9 | 4 | 0 | 0 | 4.5 | 3.5 | 0 | 3.8 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 4 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Lafayette Avenue
 N/S : Brookside Avenue
 Town/ County: Montebello/Rockland
 Job # : 3709-99-004T

File Name : Lafayette Avenue (NY 59) and Brookside Avenue
 Site Code : 00000000
 Start Date : 6/15/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Lafayette Avenue Eastbound | | | Lafayette Avenue Westbound | | | | Brookside Avenue Northbound | | | | Int. Total |
|-------------|----------------------------|-------|------------|----------------------------|------|------|------------|-----------------------------|-------|------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| 07:00 AM | 80 | 2 | 82 | 11 | 95 | 0 | 106 | 1 | 28 | 0 | 29 | 217 |
| 07:15 AM | 96 | 1 | 97 | 18 | 97 | 0 | 115 | 1 | 26 | 0 | 27 | 239 |
| 07:30 AM | 134 | 4 | 138 | 15 | 123 | 0 | 138 | 1 | 26 | 0 | 27 | 303 |
| 07:45 AM | 119 | 1 | 120 | 14 | 139 | 0 | 153 | 0 | 31 | 0 | 31 | 304 |
| Total | 429 | 8 | 437 | 58 | 454 | 0 | 512 | 3 | 111 | 0 | 114 | 1063 |
| 08:00 AM | 122 | 5 | 127 | 13 | 127 | 0 | 140 | 1 | 29 | 0 | 30 | 297 |
| 08:15 AM | 131 | 9 | 140 | 16 | 138 | 0 | 154 | 2 | 31 | 0 | 33 | 327 |
| 08:30 AM | 128 | 1 | 129 | 21 | 140 | 0 | 161 | 3 | 28 | 0 | 31 | 321 |
| 08:45 AM | 114 | 2 | 116 | 20 | 164 | 0 | 184 | 1 | 25 | 0 | 26 | 326 |
| Total | 495 | 17 | 512 | 70 | 569 | 0 | 639 | 7 | 113 | 0 | 120 | 1271 |
| ***BREAK*** | | | | | | | | | | | | |
| 03:00 PM | 151 | 5 | 156 | 25 | 152 | 0 | 177 | 3 | 23 | 0 | 26 | 359 |
| 03:15 PM | 151 | 5 | 156 | 37 | 169 | 0 | 206 | 4 | 17 | 0 | 21 | 383 |
| 03:30 PM | 170 | 2 | 172 | 49 | 158 | 0 | 207 | 4 | 25 | 0 | 29 | 408 |
| 03:45 PM | 147 | 4 | 151 | 31 | 151 | 0 | 182 | 4 | 27 | 0 | 31 | 364 |
| Total | 619 | 16 | 635 | 142 | 630 | 0 | 772 | 15 | 92 | 0 | 107 | 1514 |
| 04:00 PM | 160 | 4 | 164 | 27 | 152 | 0 | 179 | 7 | 24 | 0 | 31 | 374 |
| 04:15 PM | 163 | 0 | 163 | 33 | 150 | 0 | 183 | 5 | 16 | 0 | 21 | 367 |
| 04:30 PM | 155 | 2 | 157 | 40 | 140 | 0 | 180 | 3 | 20 | 0 | 23 | 360 |
| 04:45 PM | 175 | 7 | 182 | 27 | 147 | 0 | 174 | 3 | 19 | 0 | 22 | 378 |
| Total | 653 | 13 | 666 | 127 | 589 | 0 | 716 | 18 | 79 | 0 | 97 | 1479 |
| 05:00 PM | 155 | 4 | 159 | 26 | 172 | 0 | 198 | 2 | 16 | 0 | 18 | 375 |
| 05:15 PM | 156 | 4 | 160 | 34 | 134 | 0 | 168 | 6 | 21 | 0 | 27 | 355 |
| 05:30 PM | 140 | 4 | 144 | 41 | 149 | 0 | 190 | 8 | 21 | 0 | 29 | 363 |
| 05:45 PM | 118 | 5 | 123 | 37 | 134 | 0 | 171 | 4 | 18 | 0 | 22 | 316 |
| Total | 569 | 17 | 586 | 138 | 589 | 0 | 727 | 20 | 76 | 0 | 96 | 1409 |
| 06:00 PM | 146 | 4 | 150 | 30 | 100 | 0 | 130 | 3 | 25 | 0 | 28 | 308 |
| 06:15 PM | 152 | 3 | 155 | 24 | 138 | 0 | 162 | 1 | 24 | 0 | 25 | 342 |
| Grand Total | 3063 | 78 | 3141 | 589 | 3069 | 0 | 3658 | 67 | 520 | 0 | 587 | 7386 |
| Apprch % | 97.5 | 2.5 | | 16.1 | 83.9 | 0 | | 11.4 | 88.6 | 0 | | |
| Total % | 41.5 | 1.1 | 42.5 | 8 | 41.6 | 0 | 49.5 | 0.9 | 7 | 0 | 7.9 | |
| Cars | 2940 | 74 | 3014 | 564 | 2939 | 0 | 3503 | 63 | 503 | 0 | 566 | 7083 |
| % Cars | 96 | 94.9 | 96 | 95.8 | 95.8 | 0 | 95.8 | 94 | 96.7 | 0 | 96.4 | 95.9 |
| Trucks | 71 | 0 | 71 | 7 | 76 | 0 | 83 | 2 | 6 | 0 | 8 | 162 |
| % Trucks | 2.3 | 0 | 2.3 | 1.2 | 2.5 | 0 | 2.3 | 3 | 1.2 | 0 | 1.4 | 2.2 |
| Buses | 52 | 4 | 56 | 18 | 54 | 0 | 72 | 2 | 11 | 0 | 13 | 141 |
| % Buses | 1.7 | 5.1 | 1.8 | 3.1 | 1.8 | 0 | 2 | 3 | 2.1 | 0 | 2.2 | 1.9 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W : Dunnigan Drive/Driveway
 N/S: Airmont Road
 Town/County : Montebello/Rockland
 Job # : 3709-99-004T

File Name : Airmont Road (CR 89) and Dunnigan Drive
 Site Code : 00000000
 Start Date : 9/8/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Dunnigan Drive Eastbound | | | | | Driveway Westbound | | | | | Airmont Road Northbound | | | | | Airmont Road Southbound | | | | | Int. Total |
|-------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 7 | 0 | 9 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 6 | 214 | 0 | 0 | 220 | 3 | 166 | 15 | 0 | 184 | 420 |
| 07:15 AM | 7 | 0 | 6 | 1 | 14 | 0 | 0 | 1 | 0 | 1 | 4 | 207 | 0 | 0 | 211 | 0 | 200 | 9 | 0 | 209 | 435 |
| 07:30 AM | 3 | 0 | 7 | 1 | 11 | 1 | 0 | 0 | 0 | 1 | 1 | 226 | 0 | 0 | 227 | 3 | 218 | 19 | 0 | 240 | 479 |
| 07:45 AM | 10 | 0 | 6 | 1 | 17 | 0 | 0 | 5 | 0 | 5 | 4 | 200 | 0 | 0 | 204 | 1 | 246 | 3 | 0 | 250 | 476 |
| Total | 27 | 0 | 28 | 3 | 58 | 1 | 0 | 6 | 0 | 7 | 15 | 847 | 0 | 0 | 862 | 7 | 830 | 46 | 0 | 883 | 1810 |
| 08:00 AM | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 5 | 222 | 0 | 0 | 227 | 0 | 251 | 5 | 0 | 256 | 495 |
| 08:15 AM | 5 | 0 | 2 | 1 | 8 | 0 | 0 | 1 | 0 | 1 | 1 | 212 | 0 | 0 | 213 | 3 | 266 | 7 | 0 | 276 | 498 |
| 08:30 AM | 7 | 0 | 2 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 2 | 246 | 2 | 0 | 250 | 0 | 255 | 7 | 0 | 262 | 522 |
| 08:45 AM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 248 | 1 | 0 | 250 | 4 | 356 | 12 | 0 | 372 | 629 |
| Total | 22 | 0 | 11 | 1 | 34 | 0 | 0 | 4 | 0 | 4 | 9 | 928 | 3 | 0 | 940 | 7 | 1128 | 31 | 0 | 1166 | 2144 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 16 | 0 | 8 | 1 | 25 | 0 | 0 | 3 | 0 | 3 | 3 | 237 | 0 | 1 | 241 | 0 | 259 | 15 | 0 | 274 | 543 |
| 03:15 PM | 9 | 0 | 6 | 2 | 17 | 0 | 0 | 1 | 0 | 1 | 2 | 256 | 1 | 0 | 259 | 1 | 299 | 10 | 0 | 310 | 587 |
| 03:30 PM | 11 | 0 | 6 | 1 | 18 | 0 | 0 | 2 | 0 | 2 | 3 | 239 | 0 | 0 | 242 | 1 | 281 | 16 | 0 | 298 | 560 |
| 03:45 PM | 10 | 0 | 5 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 2 | 228 | 0 | 1 | 231 | 1 | 261 | 14 | 0 | 276 | 523 |
| Total | 46 | 0 | 25 | 4 | 75 | 0 | 0 | 7 | 0 | 7 | 10 | 960 | 1 | 2 | 973 | 3 | 1100 | 55 | 0 | 1158 | 2213 |
| 04:00 PM | 15 | 0 | 17 | 0 | 32 | 0 | 0 | 9 | 0 | 9 | 5 | 261 | 1 | 4 | 271 | 0 | 309 | 13 | 0 | 322 | 634 |
| 04:15 PM | 7 | 0 | 7 | 0 | 14 | 0 | 0 | 4 | 0 | 4 | 7 | 283 | 1 | 0 | 291 | 0 | 248 | 10 | 0 | 258 | 567 |
| 04:30 PM | 6 | 0 | 5 | 4 | 15 | 0 | 0 | 2 | 0 | 2 | 0 | 253 | 0 | 1 | 254 | 1 | 276 | 5 | 0 | 282 | 553 |
| 04:45 PM | 6 | 0 | 7 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 1 | 261 | 0 | 0 | 262 | 0 | 267 | 9 | 0 | 276 | 553 |
| Total | 34 | 0 | 36 | 4 | 74 | 1 | 0 | 16 | 0 | 17 | 13 | 1058 | 2 | 5 | 1078 | 1 | 1100 | 37 | 0 | 1138 | 2307 |
| 05:00 PM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 0 | 0 | 279 | 0 | 278 | 4 | 0 | 282 | 568 |
| 05:15 PM | 6 | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 313 | 0 | 0 | 314 | 0 | 284 | 4 | 0 | 288 | 611 |
| 05:30 PM | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 285 | 1 | 0 | 286 | 0 | 251 | 7 | 0 | 258 | 553 |
| 05:45 PM | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 245 | 0 | 0 | 250 | 2 | 268 | 5 | 0 | 275 | 530 |
| Total | 21 | 0 | 8 | 0 | 29 | 0 | 0 | 1 | 0 | 1 | 6 | 1122 | 1 | 0 | 1129 | 2 | 1081 | 20 | 0 | 1103 | 2262 |
| 06:00 PM | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 1 | 250 | 0 | 0 | 251 | 0 | 263 | 5 | 0 | 268 | 529 |
| 06:15 PM | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 202 | 0 | 0 | 204 | 0 | 261 | 4 | 0 | 265 | 475 |
| Grand Total | 159 | 0 | 113 | 12 | 284 | 2 | 0 | 36 | 0 | 38 | 56 | 5367 | 7 | 7 | 5437 | 20 | 5763 | 198 | 0 | 5981 | 11740 |
| Apprch % | 56 | 0 | 39.8 | 4.2 | | 5.3 | 0 | 94.7 | 0 | | 1 | 98.7 | 0.1 | 0.1 | | 0.3 | 96.4 | 3.3 | 0 | | |
| Total % | 1.4 | 0 | 1 | 0.1 | 2.4 | 0 | 0 | 0.3 | 0 | 0.3 | 0.5 | 45.7 | 0.1 | 0.1 | 46.3 | 0.2 | 49.1 | 1.7 | 0 | 50.9 | |
| Cars | 99 | 0 | 95 | 12 | 206 | 2 | 0 | 19 | 0 | 21 | 49 | 5113 | 5 | 7 | 5174 | 7 | 5504 | 133 | 0 | 5644 | 11045 |
| % Cars | 62.3 | 0 | 84.1 | 100 | 72.5 | 100 | 0 | 52.8 | 0 | 55.3 | 87.5 | 95.3 | 71.4 | 100 | 95.2 | 35 | 95.5 | 67.2 | 0 | 94.4 | 94.1 |
| Trucks | 60 | 0 | 18 | 0 | 78 | 0 | 0 | 17 | 0 | 17 | 7 | 175 | 2 | 0 | 184 | 13 | 174 | 65 | 0 | 252 | 531 |
| % Trucks | 37.7 | 0 | 15.9 | 0 | 27.5 | 0 | 0 | 47.2 | 0 | 44.7 | 12.5 | 3.3 | 28.6 | 0 | 3.4 | 65 | 3 | 32.8 | 0 | 4.2 | 4.5 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 79 | 0 | 85 | 0 | 0 | 85 | 164 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 1.5 | 0 | 1.5 | 0 | 0 | 1.4 | 1.4 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Suffern Middle School Ingress Driveway
 N/S: Hemion Road (CR 93)
 Town/County: Montebello/Rockland
 Job #: 3709-99-004T

File Name : Hemion Rd_Ingress Driveway_Ramapo Cirque
 Site Code : 00000000
 Start Date : 9/8/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Ramapo Cirque Boulevard Eastbound | | | | | Suffern Middle School Ingress Driveway Westbound | | | | | Hemion Road (CR 93) Northbound | | | | | Hemion Road (CR 93) Southbound | | | | | Int. Total |
|---------------|-----------------------------------|------|-------|------|------------|--|------|-------|------|------------|--------------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 7 | 1 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 62 | 3 | 37 | 0 | 0 | 40 | 112 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 8 | 0 | 43 | 13 | 65 | 2 | 0 | 80 | 124 |
| 07:30 AM | 5 | 2 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 38 | 0 | 80 | 38 | 59 | 1 | 0 | 98 | 188 |
| 07:45 AM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 47 | 0 | 96 | 37 | 93 | 1 | 0 | 131 | 231 |
| Total | 13 | 4 | 8 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 4 | 178 | 99 | 0 | 281 | 91 | 254 | 4 | 0 | 349 | 655 |
| 08:00 AM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 46 | 4 | 0 | 51 | 7 | 57 | 0 | 0 | 64 | 121 |
| 08:15 AM | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 0 | 0 | 48 | 0 | 51 | 2 | 0 | 53 | 105 |
| 08:30 AM | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 64 | 2 | 0 | 71 | 2 | 74 | 2 | 0 | 78 | 155 |
| 08:45 AM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 2 | 0 | 47 | 3 | 69 | 2 | 0 | 74 | 129 |
| Total | 15 | 1 | 8 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 8 | 201 | 8 | 0 | 217 | 12 | 251 | 6 | 0 | 269 | 510 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 65 | 4 | 0 | 70 | 0 | 88 | 4 | 0 | 92 | 167 |
| 03:15 PM | 3 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 57 | 8 | 0 | 68 | 5 | 73 | 1 | 0 | 79 | 154 |
| 03:30 PM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 76 | 11 | 0 | 92 | 13 | 75 | 7 | 0 | 95 | 194 |
| 03:45 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 77 | 3 | 0 | 83 | 3 | 73 | 1 | 0 | 77 | 163 |
| Total | 14 | 2 | 6 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 12 | 275 | 26 | 0 | 313 | 21 | 309 | 13 | 0 | 343 | 678 |
| 04:00 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 4 | 0 | 86 | 7 | 55 | 5 | 0 | 67 | 156 |
| 04:15 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 68 | 3 | 0 | 74 | 7 | 55 | 6 | 0 | 68 | 148 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 3 | 0 | 86 | 6 | 71 | 4 | 0 | 81 | 170 |
| 04:45 PM | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 65 | 13 | 0 | 87 | 6 | 67 | 1 | 0 | 74 | 166 |
| Total | 8 | 0 | 9 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 20 | 290 | 23 | 0 | 333 | 26 | 248 | 16 | 0 | 290 | 640 |
| 05:00 PM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 87 | 2 | 0 | 94 | 2 | 62 | 3 | 0 | 67 | 166 |
| 05:15 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 1 | 0 | 81 | 1 | 61 | 6 | 0 | 68 | 152 |
| 05:30 PM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 0 | 0 | 64 | 5 | 55 | 2 | 0 | 62 | 133 |
| 05:45 PM | 5 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 2 | 0 | 54 | 6 | 54 | 4 | 0 | 64 | 130 |
| Total | 13 | 0 | 14 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 9 | 279 | 5 | 0 | 293 | 14 | 232 | 15 | 0 | 261 | 581 |
| 06:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 55 | 2 | 0 | 59 | 1 | 61 | 1 | 0 | 63 | 124 |
| 06:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 56 | 1 | 0 | 61 | 4 | 52 | 8 | 0 | 64 | 127 |
| Grand Total | 63 | 7 | 48 | 0 | 118 | 0 | 0 | 1 | 0 | 1 | 59 | 1334 | 164 | 0 | 1557 | 169 | 1407 | 63 | 0 | 1639 | 3315 |
| Apprch % | 53.4 | 5.9 | 40.7 | 0 | | 0 | 0 | 100 | 0 | | 3.8 | 85.7 | 10.5 | 0 | | 10.3 | 85.8 | 3.8 | 0 | | |
| Total % | 1.9 | 0.2 | 1.4 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 1.8 | 40.2 | 4.9 | 0 | 47 | 5.1 | 42.4 | 1.9 | 0 | 49.4 | |
| Cars | 62 | 7 | 47 | 0 | 116 | 0 | 0 | 1 | 0 | 1 | 57 | 1280 | 149 | 0 | 1486 | 143 | 1314 | 63 | 0 | 1520 | 3123 |
| % Cars | 98.4 | 100 | 97.9 | 0 | 98.3 | 0 | 0 | 100 | 0 | 100 | 96.6 | 96 | 90.9 | 0 | 95.4 | 84.6 | 93.4 | 100 | 0 | 92.7 | 94.2 |
| Trucks | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 2 | 0 | 23 | 1 | 19 | 0 | 0 | 20 | 45 |
| % Trucks | 1.6 | 0 | 2.1 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 3.4 | 1.4 | 1.2 | 0 | 1.5 | 0.6 | 1.4 | 0 | 0 | 1.2 | 1.4 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 13 | 0 | 48 | 25 | 74 | 0 | 0 | 99 | 147 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 7.9 | 0 | 3.1 | 14.8 | 5.3 | 0 | 0 | 6 | 4.4 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W : Suffern Middle School Egress Drive File Name : Hemion Road & Suffern Middle School Egress Driveway
 N/S : Hemion Road Site Code : 00000000
 Town/County : Montebello/Rockland Start Date : 9/8/2022
 Job # : 3709-99-004T Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Suffern Middle School Egress Driveway Westbound | | | | Hemion Road Northbound | | | | | Hemion Road Southbound | | | | Int. Total |
|-------------|---|-------|------|------------|------------------------|------|-------|------|------------|------------------------|------|------|------------|------------|
| | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | |
| 07:00 AM | 2 | 1 | 0 | 3 | 0 | 64 | 0 | 0 | 64 | 34 | 4 | 0 | 38 | 105 |
| 07:15 AM | 2 | 0 | 0 | 2 | 0 | 34 | 0 | 0 | 34 | 65 | 14 | 0 | 79 | 115 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 92 | 6 | 0 | 98 | 146 |
| 07:45 AM | 15 | 8 | 0 | 23 | 0 | 46 | 0 | 0 | 46 | 97 | 20 | 0 | 117 | 186 |
| Total | 19 | 9 | 0 | 28 | 0 | 192 | 0 | 0 | 192 | 288 | 44 | 0 | 332 | 552 |
| 08:00 AM | 4 | 8 | 2 | 14 | 0 | 50 | 0 | 0 | 50 | 56 | 2 | 0 | 58 | 122 |
| 08:15 AM | 4 | 1 | 0 | 5 | 0 | 48 | 0 | 0 | 48 | 47 | 3 | 0 | 50 | 103 |
| 08:30 AM | 0 | 2 | 0 | 2 | 1 | 68 | 0 | 0 | 69 | 72 | 5 | 0 | 77 | 148 |
| 08:45 AM | 1 | 2 | 0 | 3 | 0 | 49 | 0 | 0 | 49 | 71 | 1 | 0 | 72 | 124 |
| Total | 9 | 13 | 2 | 24 | 1 | 215 | 0 | 0 | 216 | 246 | 11 | 0 | 257 | 497 |
| ***BREAK*** | | | | | | | | | | | | | | |
| 03:00 PM | 12 | 10 | 0 | 22 | 1 | 71 | 0 | 0 | 72 | 69 | 11 | 0 | 80 | 174 |
| 03:15 PM | 10 | 12 | 0 | 22 | 0 | 59 | 0 | 0 | 59 | 67 | 3 | 0 | 70 | 151 |
| 03:30 PM | 13 | 11 | 0 | 24 | 1 | 80 | 0 | 0 | 81 | 79 | 2 | 0 | 81 | 186 |
| 03:45 PM | 5 | 3 | 1 | 9 | 0 | 78 | 0 | 0 | 78 | 67 | 7 | 0 | 74 | 161 |
| Total | 40 | 36 | 1 | 77 | 2 | 288 | 0 | 0 | 290 | 282 | 23 | 0 | 305 | 672 |
| 04:00 PM | 1 | 8 | 0 | 9 | 0 | 86 | 0 | 0 | 86 | 56 | 7 | 0 | 63 | 158 |
| 04:15 PM | 3 | 1 | 1 | 5 | 0 | 71 | 0 | 1 | 72 | 64 | 2 | 0 | 66 | 143 |
| 04:30 PM | 5 | 3 | 2 | 10 | 0 | 72 | 0 | 0 | 72 | 72 | 4 | 0 | 76 | 158 |
| 04:45 PM | 11 | 12 | 0 | 23 | 1 | 68 | 0 | 0 | 69 | 57 | 5 | 0 | 62 | 154 |
| Total | 20 | 24 | 3 | 47 | 1 | 297 | 0 | 1 | 299 | 249 | 18 | 0 | 267 | 613 |
| 05:00 PM | 1 | 2 | 1 | 4 | 1 | 89 | 0 | 0 | 90 | 65 | 1 | 0 | 66 | 160 |
| 05:15 PM | 1 | 4 | 0 | 5 | 0 | 80 | 0 | 0 | 80 | 66 | 1 | 0 | 67 | 152 |
| 05:30 PM | 1 | 2 | 0 | 3 | 0 | 69 | 0 | 0 | 69 | 60 | 1 | 0 | 61 | 133 |
| 05:45 PM | 1 | 1 | 0 | 2 | 0 | 53 | 0 | 0 | 53 | 62 | 1 | 0 | 63 | 118 |
| Total | 4 | 9 | 1 | 14 | 1 | 291 | 0 | 0 | 292 | 253 | 4 | 0 | 257 | 563 |
| 06:00 PM | 3 | 5 | 0 | 8 | 0 | 57 | 0 | 0 | 57 | 60 | 0 | 0 | 60 | 125 |
| 06:15 PM | 4 | 1 | 0 | 5 | 0 | 54 | 0 | 0 | 54 | 60 | 0 | 0 | 60 | 119 |
| Grand Total | 99 | 97 | 7 | 203 | 5 | 1394 | 0 | 1 | 1400 | 1438 | 100 | 0 | 1538 | 3141 |
| Apprch % | 48.8 | 47.8 | 3.4 | | 0.4 | 99.6 | 0 | 0.1 | | 93.5 | 6.5 | 0 | | |
| Total % | 3.2 | 3.1 | 0.2 | 6.5 | 0.2 | 44.4 | 0 | 0 | 44.6 | 45.8 | 3.2 | 0 | 49 | |
| Cars | 78 | 77 | 7 | 162 | 5 | 1339 | 0 | 1 | 1345 | 1438 | 2 | 0 | 1440 | 2947 |
| % Cars | 78.8 | 79.4 | 100 | 79.8 | 100 | 96.1 | 0 | 100 | 96.1 | 100 | 2 | 0 | 93.6 | 93.8 |
| Trucks | 1 | 1 | 0 | 2 | 0 | 20 | 0 | 0 | 20 | 0 | 19 | 0 | 19 | 41 |
| % Trucks | 1 | 1 | 0 | 1 | 0 | 1.4 | 0 | 0 | 1.4 | 0 | 19 | 0 | 1.2 | 1.3 |
| Buses | 20 | 19 | 0 | 39 | 0 | 35 | 0 | 0 | 35 | 0 | 79 | 0 | 79 | 153 |
| % Buses | 20.2 | 19.6 | 0 | 19.2 | 0 | 2.5 | 0 | 0 | 2.5 | 0 | 79 | 0 | 5.1 | 4.9 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W : Montebello Road
 N/S : Suffern Middle School Drive
 Town/County : Montebello/Rockland
 Job # : 3709-99-004T

File Name : Montebello Road & Suffern Middle School Driveway
 Site Code : 00000000
 Start Date : 9/8/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Montebello Road Eastbound | | | | Montebello Road Westbound | | | | Suffern Middle School Drive Northbound | | | | Int. Total |
|-------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|--|-------|------|------------|------------|
| | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| 07:00 AM | 72 | 8 | 0 | 80 | 7 | 28 | 0 | 35 | 0 | 1 | 0 | 1 | 116 |
| 07:15 AM | 37 | 9 | 0 | 46 | 11 | 53 | 0 | 64 | 1 | 3 | 0 | 4 | 114 |
| 07:30 AM | 40 | 16 | 0 | 56 | 27 | 56 | 0 | 83 | 15 | 30 | 0 | 45 | 184 |
| 07:45 AM | 50 | 13 | 0 | 63 | 5 | 49 | 0 | 54 | 33 | 41 | 0 | 74 | 191 |
| Total | 199 | 46 | 0 | 245 | 50 | 186 | 0 | 236 | 49 | 75 | 0 | 124 | 605 |
| 08:00 AM | 53 | 3 | 0 | 56 | 2 | 35 | 0 | 37 | 5 | 2 | 0 | 7 | 100 |
| 08:15 AM | 63 | 1 | 0 | 64 | 1 | 37 | 0 | 38 | 3 | 0 | 0 | 3 | 105 |
| 08:30 AM | 67 | 3 | 0 | 70 | 0 | 55 | 0 | 55 | 0 | 1 | 0 | 1 | 126 |
| 08:45 AM | 49 | 0 | 0 | 49 | 1 | 42 | 0 | 43 | 6 | 0 | 0 | 6 | 98 |
| Total | 232 | 7 | 0 | 239 | 4 | 169 | 0 | 173 | 14 | 3 | 0 | 17 | 429 |
| ***BREAK*** | | | | | | | | | | | | | |
| 03:00 PM | 42 | 8 | 0 | 50 | 2 | 60 | 0 | 62 | 10 | 10 | 0 | 20 | 132 |
| 03:15 PM | 44 | 9 | 0 | 53 | 6 | 69 | 0 | 75 | 15 | 2 | 1 | 18 | 146 |
| 03:30 PM | 58 | 6 | 0 | 64 | 6 | 69 | 0 | 75 | 11 | 13 | 0 | 24 | 163 |
| 03:45 PM | 59 | 2 | 0 | 61 | 2 | 48 | 0 | 50 | 5 | 4 | 0 | 9 | 120 |
| Total | 203 | 25 | 0 | 228 | 16 | 246 | 0 | 262 | 41 | 29 | 1 | 71 | 561 |
| 04:00 PM | 64 | 5 | 0 | 69 | 9 | 65 | 0 | 74 | 5 | 2 | 0 | 7 | 150 |
| 04:15 PM | 58 | 2 | 0 | 60 | 3 | 75 | 0 | 78 | 1 | 1 | 1 | 3 | 141 |
| 04:30 PM | 58 | 7 | 0 | 65 | 7 | 69 | 0 | 76 | 3 | 1 | 0 | 4 | 145 |
| 04:45 PM | 55 | 5 | 0 | 60 | 3 | 67 | 0 | 70 | 3 | 5 | 2 | 10 | 140 |
| Total | 235 | 19 | 0 | 254 | 22 | 276 | 0 | 298 | 12 | 9 | 3 | 24 | 576 |
| 05:00 PM | 70 | 2 | 0 | 72 | 1 | 54 | 0 | 55 | 3 | 0 | 1 | 4 | 131 |
| 05:15 PM | 78 | 1 | 0 | 79 | 0 | 67 | 0 | 67 | 0 | 1 | 0 | 1 | 147 |
| 05:30 PM | 63 | 1 | 0 | 64 | 3 | 73 | 0 | 76 | 0 | 0 | 0 | 0 | 140 |
| 05:45 PM | 43 | 7 | 0 | 50 | 1 | 70 | 0 | 71 | 0 | 3 | 0 | 3 | 124 |
| Total | 254 | 11 | 0 | 265 | 5 | 264 | 0 | 269 | 3 | 4 | 1 | 8 | 542 |
| 06:00 PM | 43 | 3 | 0 | 46 | 2 | 56 | 0 | 58 | 6 | 10 | 0 | 16 | 120 |
| 06:15 PM | 52 | 1 | 0 | 53 | 1 | 65 | 0 | 66 | 2 | 2 | 0 | 4 | 123 |
| Grand Total | 1218 | 112 | 0 | 1330 | 100 | 1262 | 0 | 1362 | 127 | 132 | 5 | 264 | 2956 |
| Apprch % | 91.6 | 8.4 | 0 | | 7.3 | 92.7 | 0 | | 48.1 | 50 | 1.9 | | |
| Total % | 41.2 | 3.8 | 0 | 45 | 3.4 | 42.7 | 0 | 46.1 | 4.3 | 4.5 | 0.2 | 8.9 | |
| Cars | 1154 | 107 | 0 | 1261 | 95 | 1165 | 0 | 1260 | 124 | 124 | 5 | 253 | 2774 |
| % Cars | 94.7 | 95.5 | 0 | 94.8 | 95 | 92.3 | 0 | 92.5 | 97.6 | 93.9 | 100 | 95.8 | 93.8 |
| Trucks | 20 | 0 | 0 | 20 | 0 | 22 | 0 | 22 | 0 | 2 | 0 | 2 | 44 |
| % Trucks | 1.6 | 0 | 0 | 1.5 | 0 | 1.7 | 0 | 1.6 | 0 | 1.5 | 0 | 0.8 | 1.5 |
| Buses | 44 | 5 | 0 | 49 | 5 | 75 | 0 | 80 | 3 | 6 | 0 | 9 | 138 |
| % Buses | 3.6 | 4.5 | 0 | 3.7 | 5 | 5.9 | 0 | 5.9 | 2.4 | 4.5 | 0 | 3.4 | 4.7 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W : Montebello Road
 N/S : Elementary Drive
 Town/County : Montebello/Rockland
 Job # : 3709-00-004T

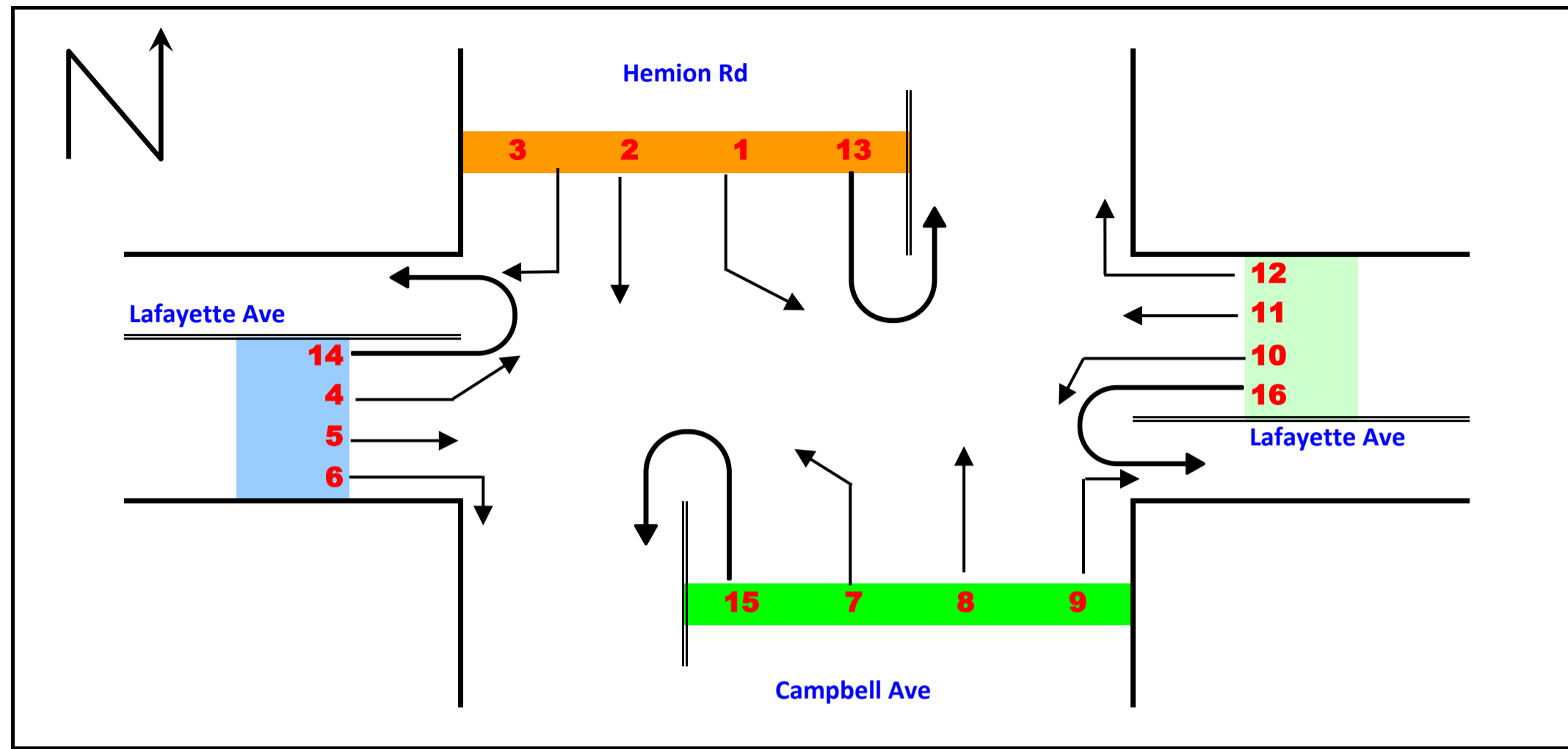
File Name : Montebello Road & Elementary Drive
 Site Code : 00000000
 Start Date : 9/8/2022
 Page No : 1

Groups Printed- Cars - Trucks - Buses

| Start Time | Montebello Road Eastbound | | | | Montebello Road Westbound | | | | Elementary Drive Northbound | | | | Int. Total |
|-------------|---------------------------|-------|------|------------|---------------------------|------|------|------------|-----------------------------|-------|------|------------|------------|
| | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| 07:00 AM | 88 | 6 | 0 | 94 | 1 | 33 | 0 | 34 | 2 | 4 | 0 | 6 | 134 |
| 07:15 AM | 39 | 5 | 0 | 44 | 3 | 62 | 0 | 65 | 4 | 3 | 0 | 7 | 116 |
| 07:30 AM | 56 | 8 | 0 | 64 | 9 | 78 | 0 | 87 | 3 | 3 | 0 | 6 | 157 |
| 07:45 AM | 70 | 11 | 0 | 81 | 18 | 42 | 0 | 60 | 5 | 4 | 0 | 9 | 150 |
| Total | 253 | 30 | 0 | 283 | 31 | 215 | 0 | 246 | 14 | 14 | 0 | 28 | 557 |
| 08:00 AM | 43 | 13 | 0 | 56 | 14 | 30 | 0 | 44 | 2 | 2 | 0 | 4 | 104 |
| 08:15 AM | 43 | 22 | 0 | 65 | 24 | 28 | 0 | 52 | 11 | 10 | 0 | 21 | 138 |
| 08:30 AM | 52 | 20 | 0 | 72 | 7 | 44 | 2 | 53 | 19 | 18 | 0 | 37 | 162 |
| 08:45 AM | 50 | 3 | 0 | 53 | 3 | 38 | 0 | 41 | 4 | 3 | 0 | 7 | 101 |
| Total | 188 | 58 | 0 | 246 | 48 | 140 | 2 | 190 | 36 | 33 | 0 | 69 | 505 |
| ***BREAK*** | | | | | | | | | | | | | |
| 03:00 PM | 53 | 1 | 0 | 54 | 3 | 61 | 0 | 64 | 6 | 6 | 0 | 12 | 130 |
| 03:15 PM | 34 | 18 | 0 | 52 | 11 | 56 | 0 | 67 | 22 | 19 | 0 | 41 | 160 |
| 03:30 PM | 68 | 2 | 0 | 70 | 2 | 64 | 0 | 66 | 14 | 21 | 0 | 35 | 171 |
| 03:45 PM | 56 | 1 | 0 | 57 | 2 | 45 | 0 | 47 | 7 | 4 | 0 | 11 | 115 |
| Total | 211 | 22 | 0 | 233 | 18 | 226 | 0 | 244 | 49 | 50 | 0 | 99 | 576 |
| 04:00 PM | 70 | 2 | 0 | 72 | 1 | 71 | 0 | 72 | 2 | 7 | 0 | 9 | 153 |
| 04:15 PM | 58 | 3 | 0 | 61 | 4 | 77 | 0 | 81 | 4 | 1 | 0 | 5 | 147 |
| 04:30 PM | 47 | 4 | 0 | 51 | 10 | 69 | 1 | 80 | 5 | 4 | 0 | 9 | 140 |
| 04:45 PM | 58 | 3 | 0 | 61 | 2 | 61 | 0 | 63 | 7 | 3 | 0 | 10 | 134 |
| Total | 233 | 12 | 0 | 245 | 17 | 278 | 1 | 296 | 18 | 15 | 0 | 33 | 574 |
| 05:00 PM | 73 | 1 | 0 | 74 | 4 | 56 | 0 | 60 | 1 | 3 | 0 | 4 | 138 |
| 05:15 PM | 67 | 3 | 0 | 70 | 6 | 72 | 0 | 78 | 2 | 1 | 0 | 3 | 151 |
| 05:30 PM | 60 | 5 | 0 | 65 | 2 | 67 | 0 | 69 | 7 | 5 | 0 | 12 | 146 |
| 05:45 PM | 54 | 3 | 0 | 57 | 4 | 69 | 2 | 75 | 5 | 4 | 0 | 9 | 141 |
| Total | 254 | 12 | 0 | 266 | 16 | 264 | 2 | 282 | 15 | 13 | 0 | 28 | 576 |
| 06:00 PM | 53 | 0 | 0 | 53 | 3 | 56 | 0 | 59 | 0 | 4 | 0 | 4 | 116 |
| 06:15 PM | 47 | 1 | 0 | 48 | 0 | 63 | 0 | 63 | 2 | 1 | 0 | 3 | 114 |
| Grand Total | 1239 | 135 | 0 | 1374 | 133 | 1242 | 5 | 1380 | 134 | 130 | 0 | 264 | 3018 |
| Apprch % | 90.2 | 9.8 | 0 | | 9.6 | 90 | 0.4 | | 50.8 | 49.2 | 0 | | |
| Total % | 41.1 | 4.5 | 0 | 45.5 | 4.4 | 41.2 | 0.2 | 45.7 | 4.4 | 4.3 | 0 | 8.7 | |
| Cars | 1183 | 121 | 0 | 1304 | 120 | 1156 | 5 | 1281 | 114 | 118 | 0 | 232 | 2817 |
| % Cars | 95.5 | 89.6 | 0 | 94.9 | 90.2 | 93.1 | 100 | 92.8 | 85.1 | 90.8 | 0 | 87.9 | 93.3 |
| Trucks | 20 | 1 | 0 | 21 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 44 |
| % Trucks | 1.6 | 0.7 | 0 | 1.5 | 0 | 1.9 | 0 | 1.7 | 0 | 0 | 0 | 0 | 1.5 |
| Buses | 36 | 13 | 0 | 49 | 13 | 63 | 0 | 76 | 20 | 12 | 0 | 32 | 157 |
| % Buses | 2.9 | 9.6 | 0 | 3.6 | 9.8 | 5.1 | 0 | 5.5 | 14.9 | 9.2 | 0 | 12.1 | 5.2 |

Location : Lafayette Ave & Hemion Rd
 Location 1 (N/S): Hemion Rd/Campbell Ave
 Location 2 (E/W): Lafayette Ave
 Collect Date: 5/7/19
 Period: AM/MD/PM
 Interval (min): 15
 Start Time: 7:30
 End Time: 18:00

| Vehicle Type | |
|--------------|---|
| Cars | Y |
| Buses | Y |
| Trucks | Y |



| | | DIR | 1 | 2 | 3 | 13 | 4 | 5 | 6 | 14 | 7 | 8 | 9 | 15 | 10 | 11 | 12 | 16 | | |
|------------|------------|---------------|------|------|------|----|------|------|------|----|------|------|------|----|------|------|------|----|--------|-----|
| | | VEHICLE CLASS | | | | | | | | | | | | | | | | | | |
| From | To | | | | | | | | | | | | | | | | | | | |
| 7:30:00 AM | 7:45:00 AM | Cars | 21 | 26 | 22 | 0 | 32 | 79 | 9 | 0 | 28 | 51 | 24 | 0 | 21 | 74 | 15 | 0 | 402 | |
| | | Buses | 0 | 1 | 3 | 0 | 7 | 7 | 0 | 0 | 1 | 3 | 1 | 0 | 3 | 4 | 3 | 0 | 33 | |
| | | Trucks | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 11 | 446 |
| 7:45:00 AM | 8:00:00 AM | Cars | 27 | 35 | 23 | 0 | 26 | 90 | 9 | 0 | 27 | 39 | 10 | 0 | 29 | 81 | 13 | 0 | 409 | |
| | | Buses | 1 | 3 | 1 | 0 | 3 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 20 | |
| | | Trucks | 1 | 2 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 18 | 447 |
| 8:00:00 AM | 8:15:00 AM | Cars | 30 | 28 | 22 | 0 | 43 | 89 | 18 | 0 | 25 | 10 | 12 | 0 | 27 | 73 | 10 | 0 | 387 | |
| | | Buses | 4 | 4 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 17 | |
| | | Trucks | 3 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 7 | 0 | 24 | 428 |
| 8:15:00 AM | 8:30:00 AM | Cars | 17 | 29 | 25 | 0 | 32 | 94 | 6 | 0 | 18 | 34 | 12 | 0 | 28 | 82 | 11 | 0 | 388 | |
| | | Buses | 0 | 2 | 7 | 0 | 1 | 3 | 1 | 0 | 2 | 3 | 0 | 0 | 1 | 4 | 2 | 0 | 26 | |
| | | Trucks | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 12 | 426 |
| 8:30:00 AM | 8:45:00 AM | Cars | 26 | 32 | 24 | 0 | 21 | 92 | 11 | 0 | 20 | 47 | 9 | 0 | 19 | 68 | 16 | 0 | 385 | |
| | | Buses | 1 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 11 | |
| | | Trucks | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 8 | 404 |
| 8:45:00 AM | 9:00:00 AM | Lights | 31 | 50 | 26 | 0 | 24 | 100 | 13 | 0 | 27 | 26 | 10 | 0 | 35 | 96 | 14 | 0 | 452 | |
| | | Buses | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 8 | |
| | | Trucks | 2 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 4 | 1 | 0 | 21 | 481 |
| 9:00:00 AM | 9:15:00 AM | Cars | 35 | 29 | 24 | 0 | 32 | 94 | 12 | 0 | 20 | 28 | 7 | 0 | 22 | 99 | 10 | 0 | 412 | |
| | | Buses | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | |
| | | Trucks | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 10 | 428 |
| 9:15:00 AM | 9:30:00 AM | Cars | 40 | 23 | 16 | 0 | 33 | 81 | 11 | 0 | 17 | 21 | 10 | 0 | 16 | 74 | 13 | 0 | 355 | |
| | | Buses | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| | | Trucks | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 369 |
| 8:00-9:00 | | SBLT | | | | | | | | | | | | | | | | | Totals | |
| | | SBST | | | | | | | | | | | | | | | | | | |
| | | SBRT | | | | | | | | | | | | | | | | | | |
| | | EBLT | | | | | | | | | | | | | | | | | | |
| | | EBST | | | | | | | | | | | | | | | | | | |
| | | EBRT | | | | | | | | | | | | | | | | | | |
| | | NBLT | | | | | | | | | | | | | | | | | | |
| | | NBST | | | | | | | | | | | | | | | | | | |
| | | NBRT | | | | | | | | | | | | | | | | | | |
| | | WBLT | | | | | | | | | | | | | | | | | | |
| | | WBST | | | | | | | | | | | | | | | | | | |
| | | WBRT | | | | | | | | | | | | | | | | | | |
| | | Totals | 104 | 139 | 97 | | 120 | 375 | 48 | | 90 | 117 | 43 | | 109 | 319 | 51 | | 1612 | |
| | | Buses | 6 | 7 | 11 | | 3 | 9 | 4 | | 2 | 4 | 4 | | 2 | 8 | 2 | | 62 | |
| | | Trucks | 6 | 2 | 3 | | 3 | 12 | 2 | | 2 | 2 | 2 | | 7 | 15 | 9 | | 65 | |
| | | Totals | 116 | 148 | 111 | | 126 | 396 | 54 | | 94 | 123 | 49 | | 118 | 342 | 62 | | 1739 | |
| | | % Trucks | 10% | 6% | 13% | | 5% | 5% | 11% | | 4% | 5% | 12% | | 8% | 7% | 18% | | 7% | |
| | | PHF | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | |

Location : Lafayette Ave & Hemion Rd

Location 1 (N/S): Hemion Rd/Campbell Ave

Location 2 (E/W): Lafayette Ave

Collect Date: 5/7/19

Period: AM/MD/PM

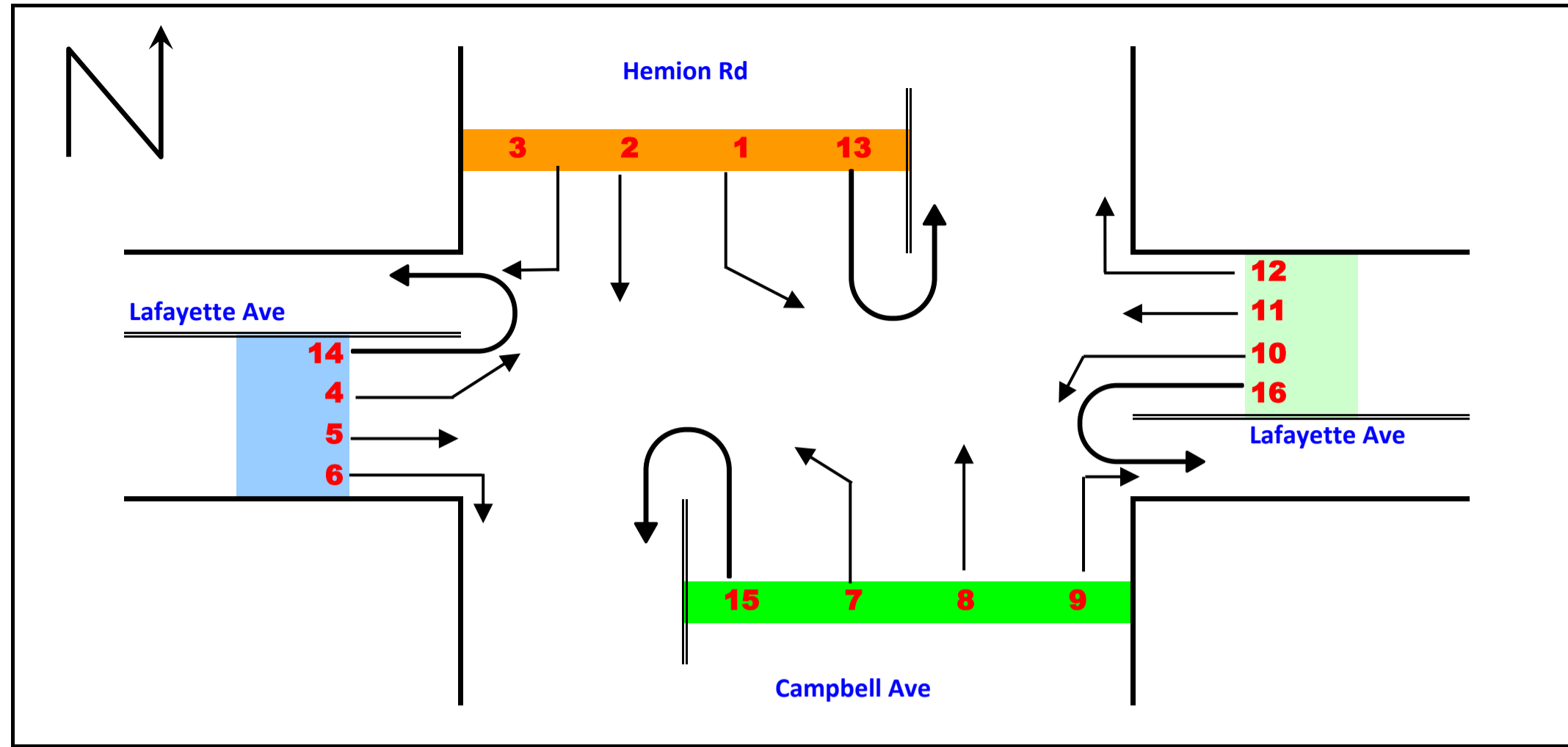
Interval (min): 15

Start Time: 7:30

End Time: 18:00

Vehicle Type

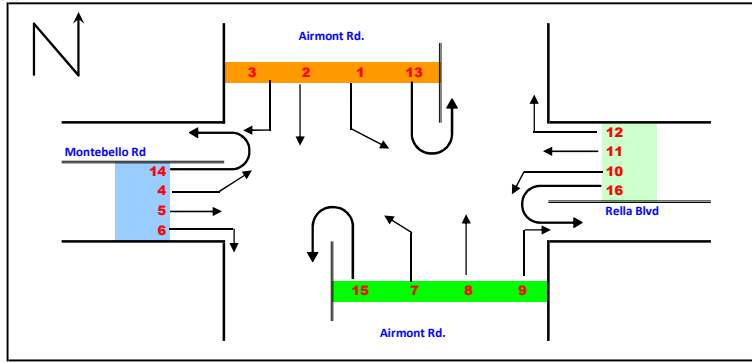
| | |
|--------|---|
| Cars | Y |
| Buses | Y |
| Trucks | Y |



| DIR | | 1 2 3 13 | | | | 4 5 6 14 | | | | 7 8 9 15 | | | | 10 11 12 16 | | | | | | |
|------------|------------|---------------|------|------|----|----------|------|------|----|----------|------|------|----|-------------|------|------|--------|---|-----|---------------|
| From | To | VEHICLE CLASS | | | | | | | | | | | | | | | | | | |
| 4:00:00 PM | 4:15:00 PM | Cars | 46 | 35 | 39 | 0 | 43 | 110 | 19 | 0 | 43 | 35 | 15 | 0 | 12 | 99 | 30 | 0 | 526 | |
| | | Buses | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 14 | |
| | | Trucks | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 8 | 548 |
| 4:15:00 PM | 4:30:00 PM | Cars | 25 | 34 | 30 | 0 | 38 | 107 | 19 | 0 | 34 | 27 | 17 | 0 | 26 | 90 | 21 | 0 | 468 | |
| | | Buses | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 476 |
| 4:30:00 PM | 4:45:00 PM | Cars | 28 | 28 | 26 | 0 | 45 | 126 | 21 | 0 | 32 | 41 | 17 | 0 | 17 | 128 | 24 | 0 | 533 | |
| | | Buses | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 541 |
| 4:45:00 PM | 5:00:00 PM | Cars | 17 | 30 | 36 | 0 | 43 | 113 | 16 | 0 | 28 | 39 | 10 | 0 | 19 | 100 | 26 | 0 | 477 | |
| | | Buses | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 8 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 486 2051 |
| 5:00:00 PM | 5:15:00 PM | Cars | 33 | 47 | 37 | 1 | 42 | 113 | 29 | 0 | 35 | 44 | 21 | 0 | 21 | 118 | 41 | 0 | 582 | |
| | | Buses | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 591 2094 |
| 5:15:00 PM | 5:30:00 PM | Cars | 31 | 31 | 27 | 0 | 28 | 115 | 18 | 0 | 38 | 31 | 12 | 0 | 17 | 134 | 20 | 0 | 502 | |
| | | Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 507 2125 0.90 |
| 5:30:00 PM | 5:45:00 PM | Cars | 22 | 45 | 34 | 0 | 46 | 107 | 23 | 0 | 32 | 30 | 7 | 0 | 17 | 109 | 25 | 0 | 497 | |
| | | Buses | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 501 2085 |
| 5:45:00 PM | 6:00:00 PM | Cars | 25 | 43 | 21 | 0 | 40 | 111 | 17 | 0 | 27 | 37 | 11 | 0 | 19 | 119 | 26 | 0 | 496 | |
| | | Buses | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 9 | |
| | | Trucks | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 509 2108 |
| 4:30-5:30 | | SBLT | SBST | SBRT | | EBLT | EBST | EBRT | | NBLT | NBST | NBRT | | WBLT | WBST | WBRT | Totals | | | |
| Cars | | 109 | 136 | 126 | | 158 | 467 | 84 | | 133 | 155 | 60 | | 74 | 480 | 111 | 2093 | | | |
| Buses | | 0 | 3 | 0 | | 0 | 6 | 1 | | 1 | 1 | 2 | | 2 | 5 | 0 | 21 | | | |
| Trucks | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 1 | 0 | | 1 | 4 | 0 | 10 | | | |
| Totals | | 109 | 139 | 126 | | 158 | 477 | 85 | | 134 | 157 | 62 | | 77 | 489 | 111 | 2124 | | | |
| % Trucks | | 0% | 2% | 0% | | 0% | 2% | 1% | | 1% | 1% | 3% | | 4% | 2% | 0% | 1% | | | |
| PHF | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | 0.90 | | | |

Location : Airmont Rd/Rella Drive @ Montebello Rd
 Location 1 (N/S): Montebello Rd/Rella Blvd
 Location 2 (E/W): Airmont Rd.
 Collect Date: 10/18/2018
 Period: PM
 Interval (min): 15
 Start Time: 16:00
 End Time: 18:00

| Vehicle Type | |
|--------------|---|
| Auto | Y |
| Bus | Y |
| Truck | Y |



| From | To | 3 | 2 | 1 | 13 | 12 | 11 | 10 | 16 | 9 | 8 | 7 | 15 | 6 | 5 | 4 | 14 |
|-------------------------|----|------------|-------------|-----------|----------|-----------|-----------|------------|----------|-----------|-------------|------------|----------|------------|-----------|------------|----------|
| 4:00:00 PM - 4:15:00 PM | | 10 | 137 | 2 | 0 | 9 | 4 | 35 | 0 | 7 | 146 | 72 | 0 | 59 | 3 | 21 | 0 |
| 4:15:00 PM - 4:30:00 PM | | 22 | 175 | 4 | 0 | 8 | 4 | 17 | 0 | 4 | 149 | 75 | 0 | 52 | 1 | 17 | 0 |
| 4:30:00 PM - 4:45:00 PM | | 18 | 172 | 1 | 0 | 8 | 8 | 35 | 0 | 5 | 154 | 75 | 0 | 53 | 0 | 19 | 0 |
| 4:45:00 PM - 5:00:00 PM | | 15 | 144 | 1 | 0 | 10 | 8 | 23 | 0 | 4 | 155 | 66 | 0 | 50 | 0 | 15 | 0 |
| 5:00:00 PM - 5:15:00 PM | | 16 | 146 | 1 | 0 | 14 | 11 | 52 | 0 | 1 | 149 | 69 | 0 | 40 | 0 | 24 | 0 |
| 5:15:00 PM - 5:30:00 PM | | 18 | 173 | 6 | 0 | 8 | 8 | 26 | 0 | 1 | 154 | 79 | 0 | 51 | 2 | 19 | 0 |
| 5:30:00 PM - 5:45:00 PM | | 26 | 169 | 4 | 0 | 25 | 3 | 24 | 0 | 2 | 200 | 72 | 0 | 59 | 0 | 25 | 0 |
| 5:45:00 PM - 6:00:00 PM | | 20 | 137 | 1 | 0 | 8 | 5 | 21 | 0 | 1 | 153 | 63 | 0 | 54 | 3 | 19 | 0 |
| Total | | 151 | 1285 | 21 | 0 | 90 | 51 | 236 | 0 | 25 | 1355 | 579 | 0 | 432 | 19 | 166 | 0 |
| 4:45-5:45 | | SBRT | SBST | SBLT | WBRT | WBST | WBLT | NBRT | NBST | NBLT | EBRT | EBST | EBLT | Totals | | | |
| Auto | | 75 | 632 | 12 | 57 | 30 | 125 | 8 | 708 | 286 | 200 | 2 | 86 | 2221 | | | |
| Bus | | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 12 | | | |
| Truck | | 2 | 9 | 0 | 0 | 0 | 2 | 0 | 7 | 1 | 4 | 0 | 1 | 26 | | | |
| Totals | | 78 | 648 | 12 | 57 | 30 | 127 | 8 | 717 | 288 | 205 | 2 | 87 | 2259 | | | |
| % Trucks | | 4% | 2% | 0% | 0% | 0% | 2% | 0% | 1% | 1% | 2% | 0% | 1% | 2% | | | |
| PHF | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | |

R-70

Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION

in the Town of RAMAPO

Signal:

R-70

Contract:

D263528

PIN:

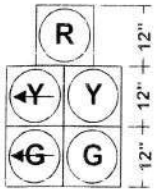
8823.50

File:

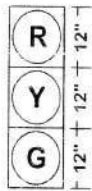
39.16-59

PROPOSED 2018 OPERATION

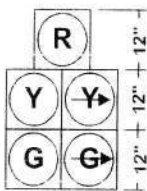
FACES



1,3,5,7



6,8

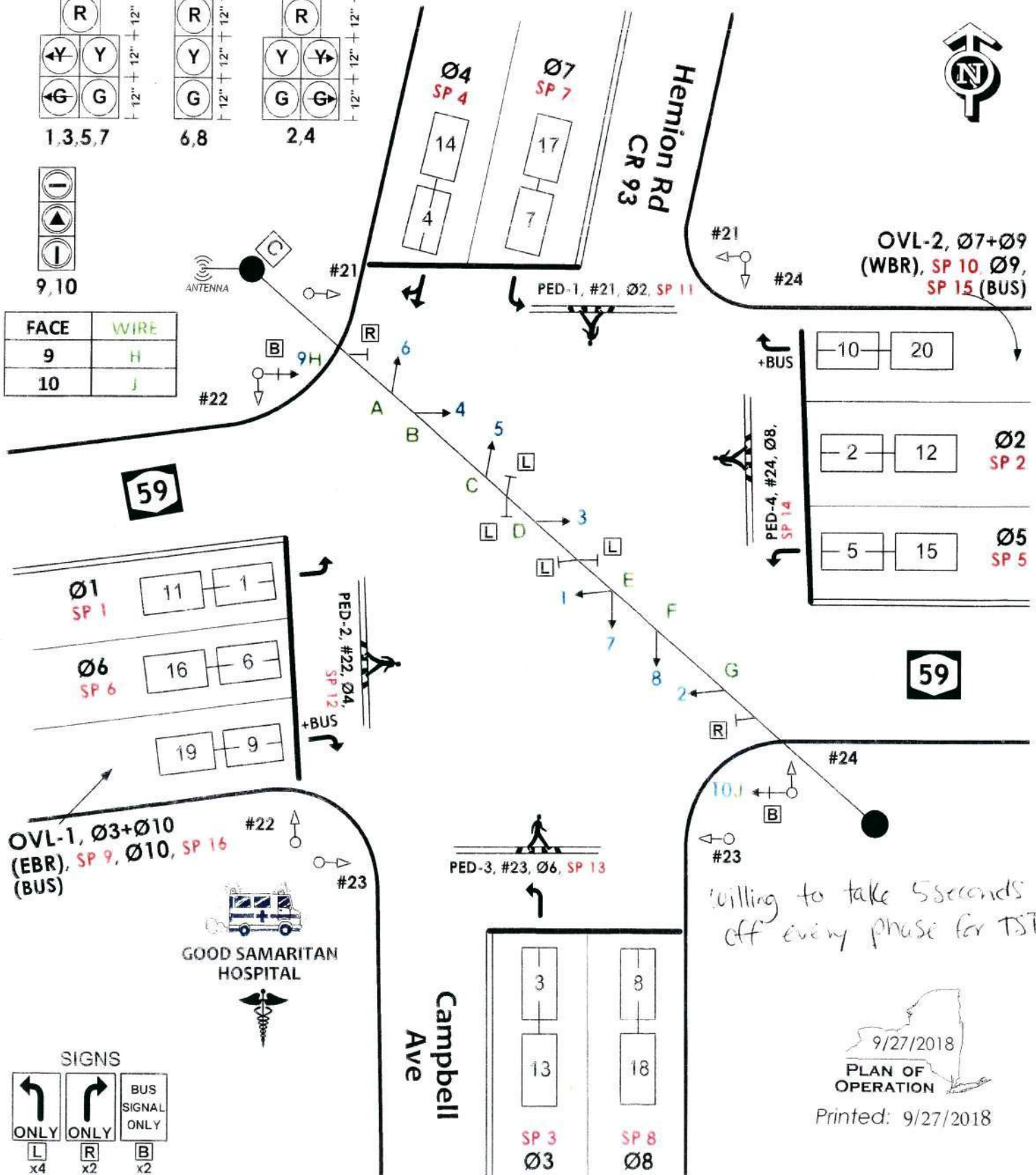


2,4



9,10

| FACE | WIRE |
|------|------|
| 9 | H |
| 10 | J |



OVL-2, Ø7+Ø9
(WBR), SP 10, Ø9,
SP 15 (BUS)

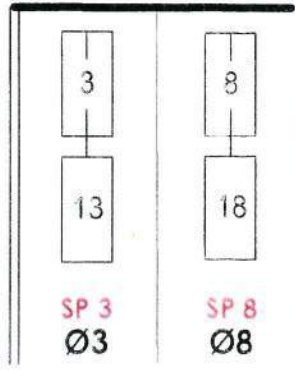
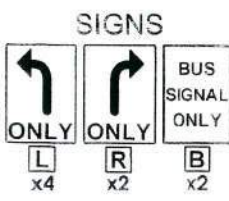
OVL-1, Ø3+Ø10
(EBR), SP 9, Ø10, SP 16
(BUS)



*Willing to take 5 seconds
off every phase for TSP*

9/27/2018
PLAN OF
OPERATION

Printed: 9/27/2018



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Signal #

PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION
ADDITIONAL INFORMATION FOR WIRELESS DETECTORS (PODS)

Signal:

R-70

NY-59 AT HEMION RD./CAMPBELL AVE.

Contract:

D263528

Town of Ramapo

PIN:

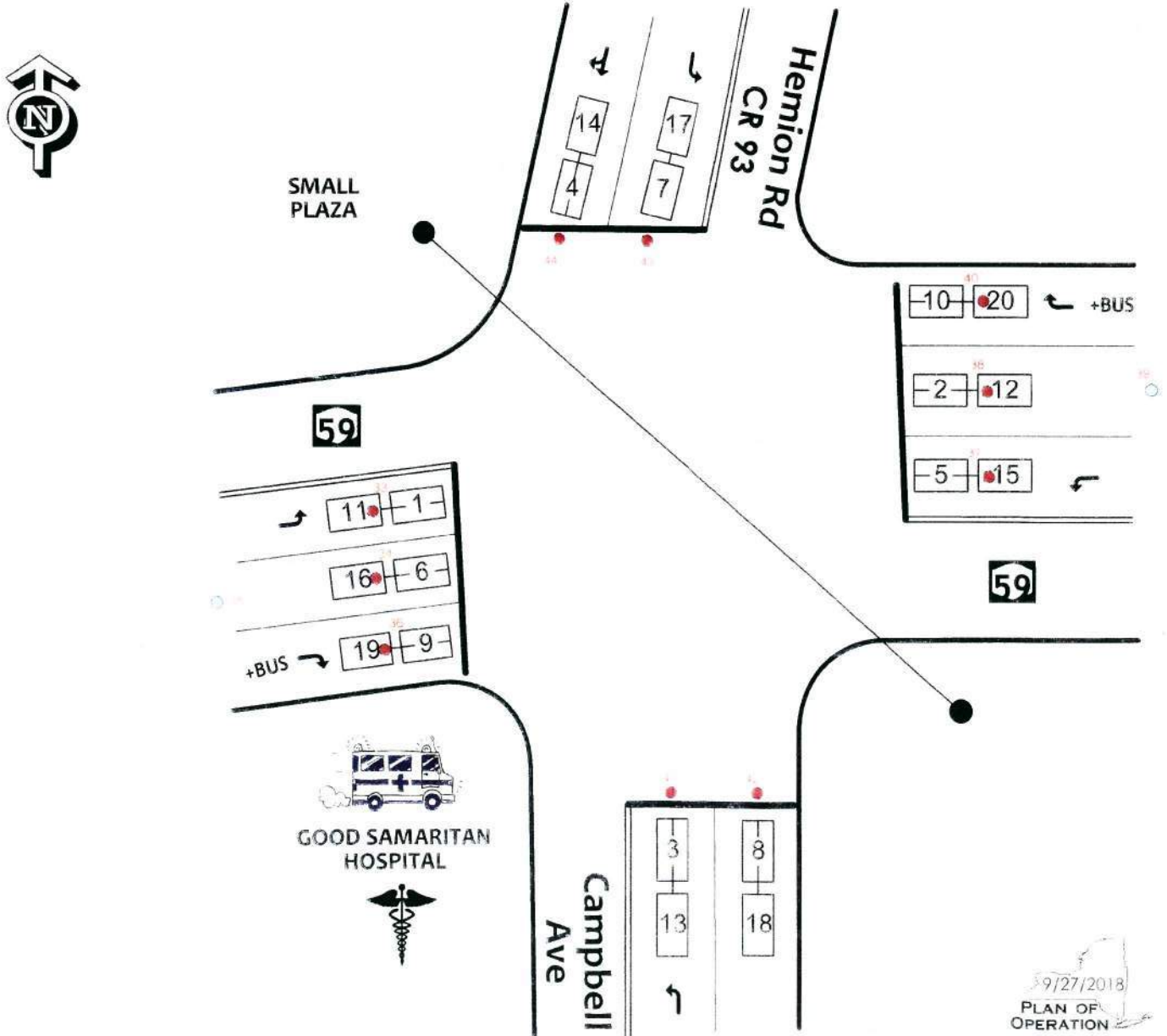
8823.50

Rockland County

File:

39.16-59

| FUNCTION | DETECTOR NUMBER | DET. TYPE | DET. AN OVER | IO MAP | FCN | REMARKS |
|----------|-----------------|-----------|--------------|--------|-----|------------------------------|
| PHASE 1 | 33 | WIRELESS | | SDLC | 33 | SYSTEM DETECTOR, EBL |
| PHASE 6 | 34 | WIRELESS | | SDLC | 34 | SYSTEM DETECTOR, EBT |
| PHASE 6 | 35 | WIRELESS | | SDLC | 35 | SYSTEM DETECTOR, EBT ADVANCE |
| PHASE 6 | 36 | WIRELESS | | SDLC | 36 | SYSTEM DETECTOR, EBR |
| PHASE 5 | 37 | WIRELESS | | SDLC | 37 | SYSTEM DETECTOR, WBL |
| PHASE 2 | 38 | WIRELESS | | SDLC | 38 | SYSTEM DETECTOR, WBT |
| PHASE 2 | 39 | WIRELESS | | SDLC | 39 | SYSTEM DETECTOR, WBT ADVANCE |
| PHASE 2 | 40 | WIRELESS | | SDLC | 40 | SYSTEM DETECTOR, WBR |
| PHASE 3 | 41 | WIRELESS | | SDLC | 41 | SYSTEM DETECTOR, NBL |
| PHASE 8 | 42 | WIRELESS | | SDLC | 42 | SYSTEM DETECTOR, NBT |
| PHASE 7 | 43 | WIRELESS | | SDLC | 43 | SYSTEM DETECTOR, SBL |
| PHASE 4 | 44 | WIRELESS | | SDLC | 44 | SYSTEM DETECTOR, SBT |



9/27/2018
PLAN OF OPERATION

Printed: 9/27/2018

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NYSDOT- Region 8

Intersection Timing Sheet

Station ID [6.1]

Intersection : 15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD (Upload File)

| | | | |
|-------------------------|------------------|----------------------|------------------|
| Unit Parameters [6.5] | I/O Mode [1.8.6] | Print Date | Date Implemented |
| Phase Mode: USER | | 5/28/2019 1:17:36 PM | |

Communication [6.5]

| IP Address | Subnet Mask | Gateway | Port |
|---------------|--------------|-------------|------|
| 192.168. .100 | 255.255.255. | 192.168. .1 | 5001 |

Phase Timings [1.1.1]

| | φ1 | φ2 | φ3 | φ4 | φ5 | φ6 | φ7 | φ8 | φ9 | φ10 | φ11 | φ12 | φ13 | φ14 | φ15 | φ16 |
|--------------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|
| Walk | | 7 | | 7 | | 7 | | 7 | | | | | | | | |
| Ped Clearance | | 18 | | 16 | | 14 | | 17 | | | | | | | | |
| Min Green | 3 | 10 | 3 | 5 | 3 | 10 | 3 | 5 | 3 | 3 | | | | | | |
| Gap Ext | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | | | |
| Max1 | 15 | 40 | 15 | 20 | 15 | 40 | 15 | 20 | 15 | 15 | | | | | | |
| Max2 | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 15 | | | | | | |
| Yellow Clr | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert | | | | | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | |
| Max Initial | | | | | | | | | | | | | | | | |
| Time Before Reduce | | | | | | | | | | | | | | | | |
| Cars Before Reduce | | | | | | | | | | | | | | | | |
| Time To Reduce | | | | | | | | | | | | | | | | |
| Reduce By | | | | | | | | | | | | | | | | |
| Min Gap | | | | | | | | | | | | | | | | |
| Dynamic Max Limit | | | | | | | | | | | | | | | | |
| Dynamic Max Step | | | | | | | | | | | | | | | | |
| Auto Flash Entry | | | | | | | | | | | | | | | | |
| Auto Flash Exit | | | | | | | | | | | | | | | | |
| Non-Actuated 1 | | | | | | | | | | | | | | | | |
| Non-Actuated 2 | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | | | | | | |

Phase Options [1.1.2]

| | φ1 | φ2 | φ3 | φ4 | φ5 | φ6 | φ7 | φ8 | φ9 | φ10 | φ11 | φ12 | φ13 | φ14 | φ15 | φ16 |
|----------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|
| Enable | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | | | | | | |
| Lock Call | | | | | | | | | | | | | | | | |
| Min Recall | | ON | | | | ON | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| Dual Entry | | ON | | ON | | ON | | ON | | | | | | | | |
| Sim Gap Enable | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage | | | | | | | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |

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Phase Options Plus [1.1.3]

| | φ1 | φ2 | φ3 | φ4 | φ5 | φ6 | φ7 | φ8 | φ9 | φ10 | φ11 | φ12 | φ13 | φ14 | φ15 | φ16 |
|-------------------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|
| Reservice | | | | | | | | | | | | | | | | |
| Ped Clr Thru Yellow | | | | | | | | | | | | | | | | |
| Skip Red-NoCall | | | | | | | | | | | | | | | | |
| Red Rest | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max Inhibit | | | | | | | | | | | | | | | | |
| Ped Delay | | | | | | | | | | | | | | | | |
| Red Rest On Gap | | | | | | | | | | | | | | | | |
| Conflicting P | | | | | | | | | | | | | | | | |
| Green Ped Delay Time | | | | | | | | | | | | | | | | |
| Omit Yel | | | | | | | | | | | | | | | | |
| Ped Out | | | | | | | | | | | | | | | | |
| Start Yel | | | | | | | | | | | | | | | | |
| Redirect P Calls From 1 | | | | | | | | | | | | | | | | |
| Redirect P Calls To 1 | | | | | | | | | | | | | | | | |
| Redirect P Calls From 2 | | | | | | | | | | | | | | | | |
| Redirect P Calls To 2 | | | | | | | | | | | | | | | | |
| Redirect P Calls From 3 | | | | | | | | | | | | | | | | |
| Redirect P Calls To 3 | | | | | | | | | | | | | | | | |
| Redirect P Calls From 4 | | | | | | | | | | | | | | | | |
| Redirect P Calls To 4 | | | | | | | | | | | | | | | | |

Channel Assignment [1.8.1]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| PH/OLP # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 | 2 | 4 | 6 | 8 | 9 | 10 | | | | | | | | |
| Type | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | OLP | OLP | PED | PED | PED | PED | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH | VEH |
| Flash | DRK | YEL | DRK | RED | DRK | YEL | DRK | RED | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK | DRK |
| Alt Hz | | | | | | | | | | | | | | | | | | | | | | | | |
| Dimming Green | | | | | | | | | | | | | | | | | | | | | | | | |
| Dimming Yellow | | | | | | | | | | | | | | | | | | | | | | | | |
| Dimming Red | | | | | | | | | | | | | | | | | | | | | | | | |
| Dimming Cyc | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |

I/O Channel Plus [1.8.4]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|--------------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Flash Red | | | | | | | | | | | | | | | | | | | | | | | | |
| Flash Yellow | | | | | | | | | | | | | | | | | | | | | | | | |
| Flash Green | | | | | | | | | | | | | | | | | | | | | | | | |
| Inh Red Flash in Preempt | | | | | | | | | | | | | | | | | | | | | | | | |
| Color Flash Rate | | | | | | | | | | | | | | | | | | | | | | | | |
| Override Type | | | | | | | | | | | | | | | | | | | | | | | | |
| Olap Ovr | | | | | | | | | | | | | | | | | | | | | | | | |

Overlap Program Parameters [1.5.2.1]

| Overlap | Included Phases | Modifier Phases | Type | Green | Yellow | Red |
|------------|-----------------|-----------------|--------|-------|--------|-----|
| Overlap 1 | 3 10 | | | | | |
| Overlap 2 | 7 9 | | NORMAL | | 4 | 2 |
| Overlap 3 | | | NORMAL | | 4 | 2 |
| Overlap 4 | | | NORMAL | | 4 | 2 |
| Overlap 5 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 6 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 7 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 8 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 9 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 10 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 11 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 12 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 13 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 14 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 15 | | | NORMAL | | 3.5 | 1.5 |
| Overlap 16 | | | NORMAL | | 3.5 | 1.5 |

Overlap Conflict Parameters+ [1.5.2.2]

| Overlap | Conflicting Phases | Conflicting Overlaps | Conflicting Peds |
|------------|--------------------|----------------------|------------------|
| Overlap 1 | | | |
| Overlap 2 | | | |
| Overlap 3 | | | |
| Overlap 4 | | | |
| Overlap 5 | | | |
| Overlap 6 | | | |
| Overlap 7 | | | |
| Overlap 8 | | | |
| Overlap 9 | | | |
| Overlap 10 | | | |
| Overlap 11 | | | |
| Overlap 12 | | | |
| Overlap 13 | | | |
| Overlap 14 | | | |

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Ring Sequence [1.2.4]

| Ring | P1 | P2 | P3 | P4 | P5 | P6 | P7 | P8 |
|--------|----|----|----|----|----|----|----|----|
| Ring 1 | 1 | 2 | 3 | 4 | 9 | | | |
| Ring 2 | 5 | 6 | 7 | 8 | 10 | | | |
| Ring 3 | | | | | | | | |
| Ring 4 | | | | | | | | |

Phase Startup, Concur [1.1.4]

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-------|-----|-----|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Startup | RED | GREEN | RED | RED | RED | GREEN | RED | RED | RED | RED | RED | RED | RED | RED | RED | RED |
| Concur 1 | 5 | 5 | 7 | 7 | 1 | 1 | 3 | 3 | 10 | 9 | | | | | | |
| Concur 2 | 6 | 6 | 8 | 8 | 2 | 2 | 4 | 4 | | | | | | | | |
| Concur 3 | | | | | | | | | | | | | | | | |
| Concur 4 | | | | | | | | | | | | | | | | |
| Concur 5 | | | | | | | | | | | | | | | | |
| Concur 6 | | | | | | | | | | | | | | | | |
| Concur 7 | | | | | | | | | | | | | | | | |
| Concur 8 | | | | | | | | | | | | | | | | |

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------|----|----|----|----|----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | | | | | | |
| Link to Preempt | | | | | | |
| Delay | | | | | | |
| Min Duration | | | | | | |
| Min Green | | | | | | |
| Min Walk | | | | | | |
| Ped Clear | | | | | | |
| Track Green | | | | | | |
| Min Dwell | 2 | 2 | 2 | 2 | 2 | 2 |
| Max Presence | | | | | | |
| Track Veh 1 | | | | | | |
| Track Veh 2 | | | | | | |
| Track Veh 3 | | | | | | |
| Track Veh 4 | | | | | | |
| Dwell Cyc Veh 1 | | | | | | |
| Dwell Cyc Veh 2 | | | | | | |
| Dwell Cyc Veh 3 | | | | | | |
| Dwell Cyc Veh 4 | | | | | | |
| Dwell Cyc Veh 5 | | | | | | |
| Dwell Cyc Veh 6 | | | | | | |
| Dwell Cyc Veh 7 | | | | | | |
| Dwell Cyc Veh 8 | | | | | | |
| Dwell Cyc Veh 9 | | | | | | |
| Dwell Cyc Veh 10 | | | | | | |
| Dwell Cyc Veh 11 | | | | | | |
| Dwell Cyc Veh 12 | | | | | | |
| Dwell Cyc Ped1 | | | | | | |
| Dwell Cyc Ped2 | | | | | | |
| Dwell Cyc Ped3 | | | | | | |
| Dwell Cyc Ped4 | | | | | | |
| Dwell Cyc Ped5 | | | | | | |
| Dwell Cyc Ped6 | | | | | | |
| Dwell vPed7 | | | | | | |
| Dwell Cyc Ped8 | | | | | | |
| Exit 1 | | | | | | |
| Exit 2 | | | | | | |
| Exit 3 | | | | | | |
| Exit 4 | | | | | | |

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 |
|------------------|-------|-------|-------|-------|-------|-------|
| Enable | ON | ON | ON | ON | ON | ON |
| Type | RAIL | RAIL | EMERG | EMERG | EMERG | EMERG |
| Skip Track | | | | | | |
| Volt Mon Flash | | | | | | |
| Coord in Preempt | ON | ON | ON | ON | ON | ON |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell | | | | | | |
| Pattern | | | | | | |
| Output Mode | DWELL | DWELL | DWELL | DWELL | DWELL | DWELL |
| Track Over 1 | | | | | | |
| Track Over 2 | | | | | | |
| Track Over 3 | | | | | | |
| Track Over 4 | | | | | | |
| Track Over 5 | | | | | | |
| Track Over 6 | | | | | | |
| Track Over 7 | | | | | | |
| Track Over 8 | | | | | | |
| Track Over 9 | | | | | | |
| Track Over 10 | | | | | | |
| Track Over 11 | | | | | | |
| Track Over 12 | | | | | | |
| DwellCyc Over 1 | | | | | | |
| DwellCyc Over 2 | | | | | | |
| DwellCyc Over 3 | | | | | | |
| DwellCyc Over 4 | | | | | | |
| DwellCyc Over 5 | | | | | | |
| DwellCyc Over 6 | | | | | | |
| DwellCyc Over 7 | | | | | | |
| DwellCyc Over 8 | | | | | | |
| DwellCyc Over 9 | | | | | | |
| DwellCyc Over 10 | | | | | | |
| DwellCyc Over 11 | | | | | | |
| DwellCyc Over 12 | | | | | | |
| Ped Clear | | | | | | |
| Yellow | | | | | | |
| Red | | | | | | |
| Return Max | | | | | | |

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Detector, Vehicle Parameters [5.1][5.2]

1-16

| Detector # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Volume | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | |
| Yellow Lock | | | | | | | | | | | | | | | | |
| Red Lock | | | | | | | | | | | | | | | | |
| Extend | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Added Initial Queue | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 6 | 2 | 1 | 2 | 3 | 4 | 5 | 6 |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |
| Extend Time | | | | | | | | | | | | | | | | |
| Queue Limit | | | | | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Erratic Counts | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Fail Time | 10 | 27 | 10 | 13 | 10 | 27 | 10 | 13 | 27 | 27 | 10 | 27 | 10 | 13 | 10 | 27 |

17-32

| Detector # | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Volume | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | |
| Yellow Lock | | | | | | | | | | | | | | | | |
| Red Lock | | | | | | | | | | | | | | | | |
| Extend | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Added Initial Queue | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call Phase | 7 | 8 | 6 | 2 | | | | | | | | | | | 9 | 10 |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |
| Extend Time | | | | | | | | | | | | | | | | |
| Queue Limit | | | | | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Erratic Counts | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Fail Time | 10 | 13 | 27 | 27 | | | | | | | | | | | | |

33-48

| Detector # | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
|---------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Volume | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | |
| Yellow Lock | | | | | | | | | | | | | | | | |
| Red Lock | | | | | | | | | | | | | | | | |
| Extend | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Added Initial Queue | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |
| Extend Time | | | | | | | | | | | | | | | | |
| Queue Limit | | | | | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Erratic Counts | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Fail Time | | | | | | | | | | | | | | | | |

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49-64

| | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Volume | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | |
| Yellow Lock | | | | | | | | | | | | | | | | |
| Red Lock | | | | | | | | | | | | | | | | |
| Extend | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Added Initial | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Queue | | | | | | | | | | | | | | | | |
| Call | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |
| Extend Time | | | | | | | | | | | | | | | | |
| Queue Limit | | | | | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Erratic Counts | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Fail Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters+ [5.3]

1-16

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Green Occupancy | | | | | | | | | | | | | | | | |
| Yellow Occupancy | | | | | | | | | | | | | | | | |
| Red Occupancy | | | | | | | | | | | | | | | | |
| External Mode | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM |
| Delay Phase 1 | | | | | | | | | | | | | | | | |
| Delay Phase 2 | | | | | | | | | | | | | | | | |
| Source | | | | | | | | | | | | | | | | |

17-32

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Green Occupancy | | | | | | | | | | | | | | | | |
| Yellow Occupancy | | | | | | | | | | | | | | | | |
| Red Occupancy | | | | | | | | | | | | | | | | |
| External Mode | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM |
| Delay Phase 1 | | | | | | | | | | | | | | | | |
| Delay Phase 2 | | | | | | | | | | | | | | | | |
| Source | | | | | | | | | | | | | | | | |

33-48

| | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Green Occupancy | | | | | | | | | | | | | | | | |
| Yellow Occupancy | | | | | | | | | | | | | | | | |
| Red Occupancy | | | | | | | | | | | | | | | | |
| External Mode | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM |
| Delay Phase 1 | | | | | | | | | | | | | | | | |
| Delay Phase 2 | | | | | | | | | | | | | | | | |
| Source | | | | | | | | | | | | | | | | |

49-64

| | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Green Occupancy | | | | | | | | | | | | | | | | |
| Yellow Occupancy | | | | | | | | | | | | | | | | |
| Red Occupancy | | | | | | | | | | | | | | | | |
| External Mode | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM |
| Delay Phase 1 | | | | | | | | | | | | | | | | |
| Delay Phase 2 | | | | | | | | | | | | | | | | |
| Source | | | | | | | | | | | | | | | | |

Detector, Ped Detectors 1-16 [5.4]

| Detector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|----|----|----|----|----|----|----|---|---|----|----|----|----|----|----|----|
| Call Phase | 2 | 4 | 6 | 8 | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | 15 | 15 | 15 | 15 | 15 | 15 | 15 | | | | | | | | | |
| Erratic Cnt | | | | | | | | | | | | | | | | |

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

| Detector # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | |
| Yellow Lock | | | | | | | | | | | | | | | | |
| Red Lock | | | | | | | | | | | | | | | | |
| Extend | | | | | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | |
| Call | | | | | | | | | | | | | | | | |
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |
| Extend Time | | | | | | | | | | | | | | | | |
| Queue Limit | | | | | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | | | | | | | | | | | | | | | | |
| Erratic Cnt | | | | | | | | | | | | | | | | |
| Fail Time | | | | | | | | | | | | | | | | |
| Green Occupancy | | | | | | | | | | | | | | | | |
| Yellow Occupancy | | | | | | | | | | | | | | | | |
| Red Occupancy | | | | | | | | | | | | | | | | |
| Ext Mode | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM |
| Delay Phase 1 | | | | | | | | | | | | | | | | |
| Delay Phase 2 | | | | | | | | | | | | | | | | |
| Source | | | | | | | | | | | | | | | | |
| Det Number | | | | | | | | | | | | | | | | |

Detector Alternate Program 2, Vehicle Parameters [5.5.2]

| Detector # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume | | | | | | | | | | | | | | | | |
| Occupancy | | | | | | | | | | | | | | | | |
| Yellow Lock | | | | | | | | | | | | | | | | |
| Red Lock | | | | | | | | | | | | | | | | |
| Extend | | | | | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | |
| Call | | | | | | | | | | | | | | | | |
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |
| Extend Time | | | | | | | | | | | | | | | | |
| Queue Limit | | | | | | | | | | | | | | | | |
| No Activity | | | | | | | | | | | | | | | | |
| Max Presence | | | | | | | | | | | | | | | | |
| Erratic Cnt | | | | | | | | | | | | | | | | |
| Fail Time | | | | | | | | | | | | | | | | |
| Green Occupancy | | | | | | | | | | | | | | | | |
| Yellow Occupancy | | | | | | | | | | | | | | | | |
| Red Occupancy | | | | | | | | | | | | | | | | |
| Ext Mode | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM | NORM |
| Delay Phase 1 | | | | | | | | | | | | | | | | |
| Delay Phase 2 | | | | | | | | | | | | | | | | |
| Source | | | | | | | | | | | | | | | | |
| Det Number | | | | | | | | | | | | | | | | |

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Alternate Phase Program 1, Interval Times [1.1.6.1]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|-------|------|-----------|-----------|---------|------|------|--------|-----------|-----------|------------|
| 1 | | | | | | | | | | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |

Alternate Phase Program 2, Interval Times [1.1.6.2]

| Phase | Walk | Ped Clear | Min Green | Passage | Max1 | Max2 | Yellow | Red Clear | Assign Ph | Bike Clear |
|-------|------|-----------|-----------|---------|------|------|--------|-----------|-----------|------------|
| 1 | | | | | | | | | | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |

Alternate Phase Program 1, Phase Options [1.1.6.2.1]

| Column | Non Actl | Lock Call | Soft Recall | Dual Entry | Sim Gap Emb | Guar Pass | RIW | Cond Service | Reservice | Red Rest | Max 2 | Ped Delay | Conf Phs1 | Conf Phs1 | Assign Phase |
|--------|----------|-----------|-------------|------------|-------------|-----------|-----|--------------|-----------|----------|-------|-----------|-----------|-----------|--------------|
| 1 | | ON | | | ON | | | | | | | | | | |
| 2 | | ON | | | ON | | | | | | | | | | |
| 3 | | ON | | | ON | | | | | | | | | | |
| 4 | | ON | | | ON | | | | | | | | | | |
| 5 | | ON | | | ON | | | | | | | | | | |
| 6 | | ON | | | ON | | | | | | | | | | |
| 7 | | ON | | | ON | | | | | | | | | | |
| 8 | | ON | | | ON | | | | | | | | | | |

Alternate Phase Program 2, Phase Options [1.1.6.2.2]

| Column | Non Actl | Lock Call | Soft Recall | Dual Entry | Sim Gap Emb | Guar Pass | RIW | Cond Service | Reservice | Red Rest | Max 2 | Ped Delay | Conf Phs1 | Conf Phs1 | Assign Phase |
|--------|----------|-----------|-------------|------------|-------------|-----------|-----|--------------|-----------|----------|-------|-----------|-----------|-----------|--------------|
| 1 | | ON | | | ON | | | | | | | | | | |
| 2 | | ON | | | ON | | | | | | | | | | |
| 3 | | ON | | | ON | | | | | | | | | | |
| 4 | | ON | | | ON | | | | | | | | | | |
| 5 | | ON | | | ON | | | | | | | | | | |
| 6 | | ON | | | ON | | | | | | | | | | |
| 7 | | ON | | | ON | | | | | | | | | | |
| 8 | | ON | | | ON | | | | | | | | | | |

Alternate Phase Program 3, Phase Options [1.1.6.2.3]

| Column | Non Actl | Lock Call | Soft Recall | Dual Entry | Sim Gap Emb | Guar Pass | RIW | Cond Service | Reservice | Red Rest | Max 2 | Ped Delay | Conf Phs1 | Conf Phs1 | Assign Phase |
|--------|----------|-----------|-------------|------------|-------------|-----------|-----|--------------|-----------|----------|-------|-----------|-----------|-----------|--------------|
| 1 | | ON | | | ON | | | | | | | | | | |
| 2 | | ON | | | ON | | | | | | | | | | |
| 3 | | ON | | | ON | | | | | | | | | | |
| 4 | | ON | | | ON | | | | | | | | | | |
| 5 | | ON | | | ON | | | | | | | | | | |
| 6 | | ON | | | ON | | | | | | | | | | |
| 7 | | ON | | | ON | | | | | | | | | | |
| 8 | | ON | | | ON | | | | | | | | | | |

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

| Entry | Assigned Ph | To | From | To | From | To | From | To | From | Call Phases |
|-------|-------------|----|------|----|------|----|------|----|------|-------------|
| 1 | | | | | | | | | | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

| Entry | Assigned Ph | To | From | To | From | To | From | Call Phases |
|-------|-------------|----|------|----|------|----|------|-------------|
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |

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Coordination, Splits [2.7.1]

| Split Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 4 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 5 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 6 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 10 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 11 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 15 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 16 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 17 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 18 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 19 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 20 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 21 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 22 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 23 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Split Table 24 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Time | 15 | 40 | 15 | 20 | 15 | 40 | 15 | 20 | 15 | 15 | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

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| Split Table 25 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 40 | 15 | 15 | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 26 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 27 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 28 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 29 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 30 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

| Split Table 32 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD | NVD |
| Coord Phase | | | | | | | | | | | | | | | | |

Coordination, Pattern 1-16 [2.4]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Cycle Time | | | | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Coordination, Pattern 17-32 [2.4]

| Pattern | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Cycle Time | | | | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | | | | | | | |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

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Coordination, Pattern+ 1-8 [2.5]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Short | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Long | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| Dwell | | | | | | | | |
| No Short P 1 | | | | | | | | |
| No Short P 2 | | | | | | | | |
| No Short P 3 | | | | | | | | |
| No Short P 4 | | | | | | | | |
| Early Yield | | | | | | | | |
| Offset | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN |
| CNA | | | | | | | | |
| Max 2 | | | | | | | | |
| Float | | | | | | | | |
| Min Veh Perm | | | | | | | | |
| Min Ped Perm | | | | | | | | |
| Percentage | | | | | | | | |
| MI | | | | | | | | |
| Ret Hold | | | | | | | | |
| ASC | | | | | | | | |
| Ph Opt Table | | | | | | | | |
| Ph Time Table | | | | | | | | |
| Det Grp | | | | | | | | |
| Call Inh | | | | | | | | |
| Olp Off 1 | | | | | | | | |
| Olp Off 2 | | | | | | | | |
| Olp Off 3 | | | | | | | | |
| Olp Off 4 | | | | | | | | |
| Olp Off 5 | | | | | | | | |
| Olp Off 6 | | | | | | | | |
| Olp Off 7 | | | | | | | | |
| Olp Off 8 | | | | | | | | |
| Dia Mode | DFT | DFT | DFT | DFT | DFT | DFT | DFT | DFT |
| Force Mode | DFT | DFT | DFT | DFT | DFT | DFT | DFT | DFT |

Coordination, Pattern+ 9-16 [2.5]

| Pattern | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Short | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Long | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| Dwell | | | | | | | | |
| No Short P 1 | | | | | | | | |
| No Short P 2 | | | | | | | | |
| No Short P 3 | | | | | | | | |
| No Short P 4 | | | | | | | | |
| Early Yield | | | | | | | | |
| Offset | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN |
| CNA | | | | | | | | |
| Max 2 | | | | | | | | |
| Float | | | | | | | | |
| Min Veh Perm | | | | | | | | |
| Min Ped Perm | | | | | | | | |
| Percentage | | | | | | | | |
| MI | | | | | | | | |
| Ret Hold | | | | | | | | |
| ASC | | | | | | | | |
| Ph Opt Table | | | | | | | | |
| Ph Time Table | | | | | | | | |
| Det Grp | | | | | | | | |
| Call Inh | | | | | | | | |
| Olp Off 1 | | | | | | | | |
| Olp Off 2 | | | | | | | | |
| Olp Off 3 | | | | | | | | |
| Olp Off 4 | | | | | | | | |
| Olp Off 5 | | | | | | | | |
| Olp Off 6 | | | | | | | | |
| Olp Off 7 | | | | | | | | |
| Olp Off 8 | | | | | | | | |
| Dia Mode | DFT | DFT | DFT | DFT | DFT | DFT | DFT | DFT |
| Force Mode | DFT | DFT | DFT | DFT | DFT | DFT | DFT | DFT |

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Coordination, Pattern+ 17 - 24 [2.5]

| Pattern | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Short | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Long | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| Dwell | | | | | | | | |
| No Short P 1 | | | | | | | | |
| No Short P 2 | | | | | | | | |
| No Short P 3 | | | | | | | | |
| No Short P 4 | | | | | | | | |
| Early Yield | | | | | | | | |
| Offset | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN | ENDGRN |
| CNA | | | | | | | | |
| Max 2 | | | | | | | | |
| Float | | | | | | | | |
| Min Veh Perm | | | | | | | | |
| Min Ped Perm | | | | | | | | |
| Percentage | | | | | | | | |
| MI | | | | | | | | |
| Ret Hold | | | | | | | | |
| ASC | | | | | | | | |
| Ph Opt Table | | | | | | | | |
| Ph Time Table | | | | | | | | |
| Det Grp | | | | | | | | |
| Call Inh | | | | | | | | |
| Olp Off 1 | | | | | | | | |
| Olp Off 2 | | | | | | | | |
| Olp Off 3 | | | | | | | | |
| Olp Off 4 | | | | | | | | |
| Olp Off 5 | | | | | | | | |
| Olp Off 6 | | | | | | | | |
| Olp Off 7 | | | | | | | | |
| Olp Off 8 | | | | | | | | |
| Dia Mode | DFT | DFT | DFT | DFT | DFT | DFT | DFT | DFT |
| Force Mode | DFT | DFT | DFT | DFT | DFT | DFT | DFT | DFT |

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TB Coor, Day Plan [4.4]

| Day Plan Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|----|----|----|----|----|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | 7 | 9 | 14 | 16 | | | | | | | | | | | |
| Minute | | 30 | 30 | | | | | | | | | | | | | |
| Action | 24 | 25 | 24 | 25 | 24 | | | | | | | | | | | |

| Day Plan Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 4 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 5 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 6 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 10 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| Day Plan Table 11 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

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|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 15 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 16 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 17 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 18 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 19 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Day Plan Table 20 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Hour | | | | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | | | | | | | | | | | | | | | | |

[v61] TS2 IO Map – Input Function Table

| Func | Input | Func | Input | Func | Input | Func | Input | Func | Input |
|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------------------|
| 0 | Unused | 50 | Veh Call 50 | 100 | Veh Chng 36 | 150 | Ped Omit 6 | 200 | Pre 3 In |
| 1 | Veh Call 1 | 51 | Veh Call 51 | 101 | Veh Chng 37 | 151 | Ped Omit 7 | 201 | Pre 4 In |
| 2 | Veh Call 2 | 52 | Veh Call 52 | 102 | Veh Chng 38 | 152 | Ped Omit 8 | 202 | Pre 5 In |
| 3 | Veh Call 3 | 53 | Veh Call 53 | 103 | Veh Chng 39 | 153 | Ph Omit 1 | 203 | Pre 6 In |
| 4 | Veh Call 4 | 54 | Veh Call 54 | 104 | Veh Chng 40 | 154 | Ph Omit 2 | 204 | Pre 7 In |
| 5 | Veh Call 5 | 55 | Veh Call 55 | 105 | Veh Chng 41 | 155 | Ph Omit 3 | 205 | Pre 8 In |
| 6 | Veh Call 6 | 56 | Veh Call 56 | 106 | Veh Chng 42 | 156 | Ph Omit 4 | 206 | CMU/MMU Flash In |
| 7 | Veh Call 7 | 57 | Veh Call 57 | 107 | Veh Chng 43 | 157 | Ph Omit 5 | 207 | 33x Composite Stop Time |
| 8 | Veh Call 8 | 58 | Veh Call 58 | 108 | Veh Chng 44 | 158 | Ph Omit 6 | 208 | Local Flash In |
| 9 | Veh Call 9 | 59 | Veh Call 59 | 109 | Veh Chng 45 | 159 | Ph Omit 7 | 209 | TBC Online (Input) |
| 10 | Veh Call 10 | 60 | Veh Call 60 | 110 | Veh Chng 46 | 160 | Ph Omit 8 | 210 | Dim Enable |
| 11 | Veh Call 11 | 61 | Veh Call 61 | 111 | Veh Chng 47 | 161 | R1 Frc Off | 211 | Auto Flash In |
| 12 | Veh Call 12 | 62 | Veh Call 62 | 112 | Veh Chng 48 | 162 | R1 Stop Tim | 212 | Alt Seq A |
| 13 | Veh Call 13 | 63 | Veh Call 63 | 113 | Veh Chng 49 | 163 | R1 Inh Max | 213 | Alt Seq B |
| 14 | Veh Call 14 | 64 | Veh Call 64 | 114 | Veh Chng 50 | 164 | R1 Red Rest | 214 | Alt Seq C |
| 15 | Veh Call 15 | 65 | Veh Chng 1 | 115 | Veh Chng 51 | 165 | R1 PedRecyc | 215 | Alt Seq D |
| 16 | Veh Call 16 | 66 | Veh Chng 2 | 116 | Veh Chng 52 | 166 | R1 Max II | 216 | Plan A |
| 17 | Veh Call 17 | 67 | Veh Chng 3 | 117 | Veh Chng 53 | 167 | R1 OmtRdClr | 217 | Plan B |
| 18 | Veh Call 18 | 68 | Veh Chng 4 | 118 | Veh Chng 54 | 168 | Non-Act I | 218 | Plan C |
| 19 | Veh Call 19 | 69 | Veh Chng 5 | 119 | Veh Chng 55 | 169 | R2 Frc Off | 219 | Plan D |
| 20 | Veh Call 20 | 70 | Veh Chng 6 | 120 | Veh Chng 56 | 170 | R2 Stop Tim | 220 | Addr Bit 0 |
| 21 | Veh Call 21 | 71 | Veh Chng 7 | 121 | Veh Chng 57 | 171 | R2 Inh Max | 221 | Addr Bit 1 |
| 22 | Veh Call 22 | 72 | Veh Chng 8 | 122 | Veh Chng 58 | 172 | R2 Red Rest | 222 | Addr Bit 2 |
| 23 | Veh Call 23 | 73 | Veh Chng 9 | 123 | Veh Chng 59 | 173 | R2 PedRecyc | 223 | Addr Bit 3 |
| 24 | Veh Call 24 | 74 | Veh Chng 10 | 124 | Veh Chng 60 | 174 | R2 Max II | 224 | Addr Bit 4 |
| 25 | Veh Call 25 | 75 | Veh Chng 11 | 125 | Veh Chng 61 | 175 | R2 OmtRdClr | 225 | Offset 1 |
| 26 | Veh Call 26 | 76 | Veh Chng 12 | 126 | Veh Chng 62 | 176 | Non-Act II | 226 | Offset 2 |
| 27 | Veh Call 27 | 77 | Veh Chng 13 | 127 | Veh Chng 63 | 177 | Ext Start | 227 | Offset 3 |
| 28 | Veh Call 28 | 78 | Veh Chng 14 | 128 | Veh Chng 64 | 178 | Int Advance | 228 | 33x Flash Sense |
| 29 | Veh Call 29 | 79 | Veh Chng 15 | 129 | Ped Call 1 | 179 | Door Open | 229 | 33x CMU Stop |
| 30 | Veh Call 30 | 80 | Veh Chng 16 | 130 | Ped Call 2 | 180 | Min Recall | 230 | GateMode0 |
| 31 | Veh Call 31 | 81 | Veh Chng 17 | 131 | Ped Call 3 | 181 | ManCtrlEnbl | 231 | GateMode1 |
| 32 | Veh Call 32 | 82 | Veh Chng 18 | 132 | Ped Call 4 | 182 | Mode Bit A | 232 | GateMode2 |
| 33 | Veh Call 33 | 83 | Veh Chng 19 | 133 | Ped Call 5 | 183 | Mode Bit B | 233 | GateMode3 |
| 34 | Veh Call 34 | 84 | Veh Chng 20 | 134 | Ped Call 6 | 184 | Mode Bit C | 234 | GateOpen1 |
| 35 | Veh Call 35 | 85 | Veh Chng 21 | 135 | Ped Call 7 | 185 | Test A | 235 | GateClose1 |
| 36 | Veh Call 36 | 86 | Veh Chng 22 | 136 | Ped Call 8 | 186 | Test B | 236 | GateOpen2 |
| 37 | Veh Call 37 | 87 | Veh Chng 23 | 137 | Hold 1 | 187 | Test C | 237 | GateClose2 |
| 38 | Veh Call 38 | 88 | Veh Chng 24 | 138 | Hold 2 | 188 | WalkRestMod | 238 | Reserved |
| 39 | Veh Call 39 | 89 | Veh Chng 25 | 139 | Hold 3 | 189 | Unused | 239 | Reserved |
| 40 | Veh Call 40 | 90 | Veh Chng 26 | 140 | Hold 4 | 190 | Free | 240 | Logic1 |
| 41 | Veh Call 41 | 91 | Veh Chng 27 | 141 | Hold 5 | 191 | Flash In | 241 | Logic2 |
| 42 | Veh Call 42 | 92 | Veh Chng 28 | 142 | Hold 6 | 192 | Alarm 1 | 242 | Logic3 |
| 43 | Veh Call 43 | 93 | Veh Chng 29 | 143 | Hold 7 | 193 | Alarm 2 | 243 | Logic4 |
| 44 | Veh Call 44 | 94 | Veh Chng 30 | 144 | Hold 8 | 194 | Alarm 3 | 244 | Logic5 |
| 45 | Veh Call 45 | 95 | Veh Chng 31 | 145 | Ped Omit 1 | 195 | Alarm 4 | 245 | Logic6 |
| 46 | Veh Call 46 | 96 | Veh Chng 32 | 146 | Ped Omit 2 | 196 | Alarm 5 | 246 | Logic7 |
| 47 | Veh Call 47 | 97 | Veh Chng 33 | 147 | Ped Omit 3 | 197 | Alarm 6 | 247 | Logic8 |
| 48 | Veh Call 48 | 98 | Veh Chng 34 | 148 | Ped Omit 4 | 198 | Pre 1 In | 248 | Logic9 |
| 49 | Veh Call 49 | 99 | Veh Chng 35 | 149 | Ped Omit 5 | 199 | Pre 2 In | 249 | Logic10 |

| Func | Input |
|------|----------|
| 250 | Reserved |
| 251 | Reserved |
| 252 | Reserved |
| 253 | Reserved |
| 254 | False |
| 255 | True |

Read bank and pin from 2A Input and 2A Output maps

Codes in Input map are above

How to read 2A IO maps:
i 1-1 = input bank 1 pin 1
i 1-2 = input bank 1 pin 2
i 3-4 = input bank 3 pin 4

[v61] TS2 IO Map – Output Function Table

| Func | Output | Func | Output | Func | Output | Func | Output | Func | Output |
|------|-------------|------|-------------|------|---|------|----------|------|------------------------|
| 0 | Unused | 50 | Ch2 Green | 100 | R2 Status A | 150 | Reserved | 200 | IO UCF Flash |
| 1 | Ch1 Red | 51 | Ch3 Green | 101 | R2 Status B | 151 | Reserved | 201 | Preempt Int Stat Out 1 |
| 2 | Ch2 Red | 52 | Ch4 Green | 102 | R2 Status C | 152 | Reserved | 202 | Preempt Int Stat Out 2 |
| 3 | Ch3 Red | 53 | Ch5 Green | 103 | Special 1 | 153 | Reserved | 203 | Preempt Int Stat Out 3 |
| 4 | Ch4 Red | 54 | Ch6 Green | 104 | Special 2 | 154 | Reserved | 204 | Preempt Int Stat Out 4 |
| 5 | Ch5 Red | 55 | Ch7 Green | 105 | Special 3 | 155 | Reserved | 205 | Preempt Int Stat Out 5 |
| 6 | Ch6 Red | 56 | Ch8 Green | 106 | Special 4 | 156 | Reserved | 206 | Preempt Int Stat Out 6 |
| 7 | Ch7 Red | 57 | Ch9 Green | 107 | Special 5 | 157 | Reserved | 207 | Preempt Int Stat Out 7 |
| 8 | Ch8 Red | 58 | Ch10 Green | 108 | Special 6 | 158 | Reserved | 208 | Reserved |
| 9 | Ch9 Red | 59 | Ch11 Green | 109 | Special 7 | 159 | Reserved | 209 | Reserved |
| 10 | Ch10 Red | 60 | Ch12 Green | 110 | Special 8 | 160 | Reserved | 210 | Reserved |
| 11 | Ch11 Red | 61 | Ch13 Green | 111 | Fault Mon | 161 | Reserved | 211 | Reserved |
| 12 | Ch12 Red | 62 | Ch14 Green | 112 | Voltage Mon | 162 | Reserved | 212 | Reserved |
| 13 | Ch13 Red | 63 | Ch15 Green | 113 | Flash Logic | 163 | Reserved | 213 | Reserved |
| 14 | Ch14 Red | 64 | Ch16 Green | 114 | 170 Watchdog | 164 | Reserved | 214 | Reserved |
| 15 | Ch15 Red | 65 | Ch17 Green | 115 | Constant Zero | 165 | Reserved | 215 | Reserved |
| 16 | Ch16 Red | 66 | Ch18 Green | 116 | Pre Stat 1 | 166 | Reserved | 216 | Reserved |
| 17 | Ch17 Red | 67 | Ch19 Green | 117 | Pre Stat 2 | 167 | Reserved | 217 | Reserved |
| 18 | Ch18 Red | 68 | Ch20 Green | 118 | Pre Stat 3 | 168 | Reserved | 218 | Reserved |
| 19 | Ch19 Red | 69 | Ch21 Green | 119 | Pre Stat 4 | 169 | Reserved | 219 | Reserved |
| 20 | Ch20 Red | 70 | Ch22 Green | 120 | Pre Stat 5 | 170 | Reserved | 220 | Reserved |
| 21 | Ch21 Red | 71 | Ch23 Green | 121 | Pre Stat 6 | 171 | Reserved | 221 | Reserved |
| 22 | Ch22 Red | 72 | Ch24 Green | 122 | TBCAux/Pre1 | 172 | Reserved | 222 | Reserved |
| 23 | Ch23 Red | 73 | Ph 1 Check | 123 | TBCAux/Pre2 | 173 | Reserved | 223 | Reserved |
| 24 | Ch24 Red | 74 | Ph 2 Check | 124 | LdSwchFish | 174 | Reserved | 224 | Reserved |
| 25 | Ch1 Yellow | 75 | Ph 3 Check | 125 | TBC Aux 1 | 175 | Reserved | 225 | Reserved |
| 26 | Ch2 Yellow | 76 | Ph 4 Check | 126 | TBC Aux 2 | 176 | Reserved | 226 | Reserved |
| 27 | Ch3 Yellow | 77 | Ph 5 Check | 127 | TBC Aux 3 | 177 | Reserved | 227 | Reserved |
| 28 | Ch4 Yellow | 78 | Ph 6 Check | 128 | Coord Active | 178 | Reserved | 228 | Reserved |
| 29 | Ch5 Yellow | 79 | Ph 7 Check | 129 | Time plan A | 179 | Reserved | 229 | Reserved |
| 30 | Ch6 Yellow | 80 | Ph 8 Check | 130 | Time plan B | 180 | Reserved | 230 | Logic1 |
| 31 | Ch7 Yellow | 81 | Ph 1 Next | 131 | Time plan C | 181 | Reserved | 231 | Logic2 |
| 32 | Ch8 Yellow | 82 | Ph 2 Next | 132 | Time plan D | 182 | Reserved | 232 | Logic3 |
| 33 | Ch9 Yellow | 83 | Ph 3 Next | 133 | Offset Out1 | 183 | Reserved | 233 | Logic4 |
| 34 | Ch10 Yellow | 84 | Ph 4 Next | 134 | Offset Out2 | 184 | Reserved | 234 | Logic5 |
| 35 | Ch11 Yellow | 85 | Ph 5 Next | 135 | Offset Out3 | 185 | Reserved | 235 | Logic6 |
| 36 | Ch12 Yellow | 86 | Ph 6 Next | 136 | Auto Flash | 186 | Reserved | 236 | Logic7 |
| 37 | Ch13 Yellow | 87 | Ph 7 Next | 137 | Preempt Actv (Composite) Reserved: LiteRailVeh | 187 | Reserved | 237 | Logic8 |
| 38 | Ch14 Yellow | 88 | Ph 8 Next | 138 | Warning | 188 | Reserved | 238 | Logic9 |
| 39 | Ch15 Yellow | 89 | Phase 1 On | 139 | Reserved | 189 | Reserved | 239 | Logic10 |
| 40 | Ch16 Yellow | 90 | Phase 2 On | 140 | Audible Ped 2 | 190 | Reserved | 240 | Logic11 |
| 41 | Ch17 Yellow | 91 | Phase 3 On | 141 | Audible Ped 4 | 191 | Reserved | 241 | Logic12 |
| 42 | Ch18 Yellow | 92 | Phase 4 On | 142 | Audible Ped 6 | 192 | Reserved | 242 | Logic13 |
| 43 | Ch19 Yellow | 93 | Phase 5 On | 143 | Audible Ped 8 | 193 | Reserved | 243 | Logic14 |
| 44 | Ch20 Yellow | 94 | Phase 6 On | 144 | Reserved | 194 | Reserved | 244 | Logic15 |
| 45 | Ch21 Yellow | 95 | Phase 7 On | 145 | Reserved | 195 | Reserved | 245 | Logic16 |
| 46 | Ch22 Yellow | 96 | Phase 8 On | 146 | Reserved | 196 | Reserved | 246 | Logic17 |
| 47 | Ch23 Yellow | 97 | R1 Status A | 147 | Reserved | 197 | Reserved | 247 | Logic18 |
| 48 | Ch24 Yellow | 98 | R1 Status B | 148 | Reserved | 198 | Reserved | 248 | Logic19 |
| 49 | Ch1 Green | 99 | R1 Status C | 149 | Reserved | 199 | Reserved | 249 | Logic20 |

| Func | Output |
|------|----------|
| 250 | Reserved |
| 251 | Reserved |
| 252 | Reserved |
| 253 | Reserved |
| 254 | False |
| 255 | True |

Read bank and pin from 2A Input and 2A Output maps

Codes in Output map are above

How to read 2A IO maps:
i 1-1 = input bank 1 pin 1
i 1-2 = input bank 1 pin 2
i 3-4 = input bank 3 pin 4

**15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD
2A Output Map Table 1**

R-70

| Param | Pin 1 | Pin 2 | Pin 3 | Pin 4 | Pin 5 | Pin 6 | Pin 7 | Pin 8 |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Pin 8 | 51 | 54 | 57 | 60 | 114 | 62 | 15 | 115 |
| Pin 7 | 27 | 30 | 33 | 36 | 115 | 38 | 115 | 115 |
| Pin 6 | 3 | 6 | 9 | 12 | 63 | 14 | 115 | 115 |
| Pin 5 | 50 | 53 | 56 | 59 | 39 | 61 | 115 | 115 |
| Pin 4 | 26 | 29 | 32 | 35 | 31 | 37 | 115 | 115 |
| Pin 3 | 2 | 5 | 8 | 11 | 25 | 13 | 64 | 115 |
| Pin 2 | 49 | 52 | 55 | 58 | 34 | 115 | 16 | 115 |
| Pin 1 | 1 | 4 | 7 | 10 | 28 | 115 | 40 | 115 |

15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD
2A Input Map Table 1

R-70

| Param | Pin 1 | Pin 2 | Pin 3 | Pin 4 | Pin 5 | Pin 6 | Pin 7 | Pin 8 |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Pin 8 | 8 | 16 | 132 | 228 | 189 | 189 | 189 | 189 |
| Pin 7 | 7 | 15 | 131 | 229 | 189 | 189 | 189 | 189 |
| Pin 6 | 6 | 14 | 130 | 189 | 189 | 189 | 189 | 189 |
| Pin 5 | 5 | 13 | 129 | 189 | 189 | 189 | 189 | 189 |
| Pin 4 | 4 | 12 | 20 | 201 | 189 | 189 | 189 | 189 |
| Pin 3 | 3 | 11 | 19 | 200 | 189 | 189 | 189 | 189 |
| Pin 2 | 2 | 10 | 18 | 203 | 189 | 189 | 189 | 189 |
| Pin 1 | 1 | 9 | 17 | 202 | 189 | 189 | 189 | 189 |

15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD
TSP Splits Table 1

R-70

| Param | Sp 1 | Sp 2 | Sp 3 | Sp 4 | Sp 5 | Sp 6 | Sp 7 | Sp 8 | Sp 9 | Sp 10 | Sp 11 | Sp 12 | Sp 13 | Sp 14 | Sp 15 | Sp 16 | Sp 17 | Sp 18 | Sp 19 |
|----------------------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Max Reduce 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD

TSP Splits Table 1

| Param | Sp 20 | Sp 21 | Sp 22 | Sp 23 | Sp 24 | Sp 25 | Sp 26 | Sp 27 | Sp 28 | Sp 29 | Sp 30 | Sp 31 | Sp 32 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Max Reduce 1 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 2 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 3 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 4 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 5 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 6 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 7 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 8 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Reduce 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 1 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 2 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 3 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 4 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 5 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 6 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 7 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 8 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 9 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 10 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Extend 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategy Number 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 1 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 2 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 3 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Service Desired 4 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 1 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 2 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 3 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time Estimated Departure 4 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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2.7.1

**15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD
TSP Strategy Table 1**

R-70

| Param | Str 1 | Str 2 | Str 3 | Str 4 | Str 5 | Str 6 | Str 7 | Str 8 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Ph Omit 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ph Omit 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Service Ph 1 | 6 | 2 | 8 | 4 | 0 | 0 | 0 | 0 |
| Ped Omit 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Service Ph 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Service Ph 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Service Ph 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Omit 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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15070 - v76 RTE 59 @ CAMPBELL RD _HEMION RD

IO Logic Table 1

R-70

| IO Logic | Result | Src 1 | Src 2 | Src 3 | Operator 1 Function | Operand 1 Result | Operand 1 IO | Operand 1 Invert | Operator 2 Function | Operand 2 IO |
|-------------|--------|-------|-------|-------|---------------------|------------------|--------------|------------------|---------------------|--------------|
| IO Logic 1 | 31 | 0 | 0 | 0 | AND | | | ! | AND | O |
| IO Logic 2 | 32 | 0 | 0 | 0 | AND | | | ! | AND | O |
| IO Logic 3 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 4 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 5 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 6 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 7 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 8 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 9 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 10 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 11 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 12 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 13 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 14 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 15 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 16 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 17 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 18 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 19 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |
| IO Logic 20 | 0 | 0 | 0 | 0 | ---- | | | - | ---- | |

| IO Logic | Operand 2 Invert | Operator 3 Function | Operand 3 IO | Operand 3 Invert | Time Operator | Time |
|-------------|------------------|---------------------|--------------|------------------|---------------|------|
| IO Logic 1 | - | AND | | ! | EXT | 0 |
| IO Logic 2 | - | AND | | ! | EXT | 0 |
| IO Logic 3 | - | ---- | | - | DLY | 0 |
| IO Logic 4 | - | ---- | | - | DLY | 0 |
| IO Logic 5 | - | ---- | | - | DLY | 0 |
| IO Logic 6 | - | ---- | | - | DLY | 0 |
| IO Logic 7 | - | ---- | | - | DLY | 0 |
| IO Logic 8 | - | ---- | | - | DLY | 0 |
| IO Logic 9 | - | ---- | | - | DLY | 0 |
| IO Logic 10 | - | ---- | | - | DLY | 0 |
| IO Logic 11 | - | ---- | | - | DLY | 0 |
| IO Logic 12 | - | ---- | | - | DLY | 0 |
| IO Logic 13 | - | ---- | | - | DLY | 0 |
| IO Logic 14 | - | ---- | | - | DLY | 0 |
| IO Logic 15 | - | ---- | | - | DLY | 0 |
| IO Logic 16 | - | ---- | | - | DLY | 0 |
| IO Logic 17 | - | ---- | | - | DLY | 0 |
| IO Logic 18 | - | ---- | | - | DLY | 0 |
| IO Logic 19 | - | ---- | | - | DLY | 0 |
| IO Logic 20 | - | ---- | | - | DLY | 0 |

R-70

Signal #

MODEL 2070 SIGNAL OPERATION PROGRAMMABLE FEATURES SIGNAL OPERATION SPECIFICATION

Signal:

R-70

Contract:

D263528

PIN:

8823.50

File:

39.16-59

Date: 9/27/2018

TABLE OF SWITCH PACKS

| SWITCH PACK | FUNCTION | INDICATIONS | FACE | TERMINAL | WIRE COLOR CODE | FACE | TERMINAL | WIRE COLOR CODE |
|-------------|--------------------------------------|-------------|------|----------|-----------------|------|----------|-----------------|
| 1 | PHASE 1 (EBL) | ---- | 1 | SP 1 R | | | SP 1 R | |
| | | ← | | SP 1 Y | 14/19C-E-O/B | | SP 1 Y | |
| | | ← | | SP 1 G | G/B | | SP 1 G | |
| | | Ground Wire | | Grnd Bus | W/B | | Grnd Bus | |
| 2 | PHASE 2 (WBT) | Red | 3 | SP 2 R | 14/10C-D-R | 4 | SP 2 R | 14/10C-B-R |
| | | Yellow | | SP 2 Y | O | | SP 2 Y | O |
| | | Green | | SP 2 G | G | | SP 2 G | G |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | W |
| 3 | PHASE 3 (NBL) | ---- | 7 | SP 3 R | | | SP 3 R | |
| | | ← | | SP 3 Y | 14/19C-E-O/R | | SP 3 Y | |
| | | ← | | SP 3 G | BL/R | | SP 3 G | |
| | | Ground Wire | | Grnd Bus | W/R | | Grnd Bus | |
| 4 | PHASE 4 (SBT) | Red | 5 | SP 4 R | 14/10C-C-R | 6 | SP 4 R | 14/05C-A-R |
| | | Yellow | | SP 4 Y | O | | SP 4 Y | O |
| | | Green | | SP 4 G | G | | SP 4 G | G |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | W |
| 5 | PHASE 5 (WBL) | ---- | 3 | SP 5 R | | | SP 5 R | |
| | | ← | | SP 5 Y | 14/10C-D-O/B | | SP 5 Y | |
| | | ← | | SP 5 G | G/B | | SP 5 G | |
| | | Ground Wire | | Grnd Bus | W/B | | Grnd Bus | |
| 6 | PHASE 6 (EBT) | Red | 1 | SP 6 R | 14/19C-E-R | 2 | SP 6 R | 14/10C-G-R |
| | | Yellow | | SP 6 Y | O | | SP 6 Y | O |
| | | Green | | SP 6 G | G | | SP 6 G | G |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | W |
| 7 | PHASE 7 (SBL) | ---- | 5 | SP 7 R | | | SP 7 R | |
| | | ← | | SP 7 Y | 14/10C-C-O/B | | SP 7 Y | |
| | | ← | | SP 7 G | G/B | | SP 7 G | |
| | | Ground Wire | | Grnd Bus | W/B | | Grnd Bus | |
| 8 | PHASE 8 (NBT) | Red | 7 | SP 8 R | 14/19C-E-R/W | 8 | SP 8 R | 14/05C-F-R |
| | | Yellow | | SP 8 Y | BL/W | | SP 8 Y | O |
| | | Green | | SP 8 G | G/W | | SP 8 G | G |
| | | Ground Wire | | Grnd Bus | B/W | | Grnd Bus | W |
| 9 | OVL - 1 (PHASE 3 + PHASE 10 *) (EBR) | ---- | 2 | SP 9 R | | | SP 9 R | |
| | | → | | SP 9 Y | 14/10C-G-O/B | | SP 9 Y | |
| | | → | | SP 9 G | G/B | | SP 9 G | |
| | | Ground Wire | | Grnd Bus | W/B | | Grnd Bus | |
| 10 | OVL - 2 (PHASE 7 + PHASE 9 *) (WBR) | ---- | 4 | SP 10 R | | | SP 10 R | |
| | | → | | SP 10 Y | 14/10C-B-O/B | | SP 10 Y | |
| | | → | | SP 10 G | G/B | | SP 10 G | |
| | | Ground Wire | | Grnd Bus | W/B | | Grnd Bus | |
| 11 | PED - 1 (PHASE 2) | HAND | 21 | SP 11 R | 14/05C-1P-R | | SP 11 R | |
| | | ---- | | SP 11 Y | | | SP 11 Y | |
| | | MAN | | SP 11 G | G | | SP 11 G | |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | |
| 12 | PED - 2 (PHASE 4) | HAND | 22 | SP 12 R | 14/05C-2P-R | | SP 12 R | |
| | | ---- | | SP 12 Y | | | SP 12 Y | |
| | | MAN | | SP 12 G | G | | SP 12 G | |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | |
| 13 | PED - 3 (PHASE 6) | HAND | 23 | SP 13 R | 14/05C-3P-R | | SP 13 R | |
| | | ---- | | SP 13 Y | | | SP 13 Y | |
| | | MAN | | SP 13 G | G | | SP 13 G | |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | |
| 14 | PED - 4 (PHASE 8) | HAND | 24 | SP 14 R | 14/05C-4P-R | | SP 14 R | |
| | | ---- | | SP 14 Y | | | SP 14 Y | |
| | | MAN | | SP 14 G | G | | SP 14 G | |
| | | Ground Wire | | Grnd Bus | W | | Grnd Bus | |
| 15 | PHASE 9 (WB BUS) | Red | 9 | SP 15 R | 14/05C-H-R | | SP 15 R | |
| | | Yellow | | SP 15 Y | -O | | SP 15 Y | |
| | | Green | | SP 15 G | -G | | SP 15 G | |
| | | Ground Wire | | Grnd Bus | -W | | Grnd Bus | |
| 15 | PHASE 10 (EB BUS) | Red | 10 | SP 16 R | 14/05C-J-R | | SP 16 R | |
| | | Yellow | | SP 16 Y | -O | | SP 16 Y | |
| | | Green | | SP 16 G | -G | | SP 16 G | |
| | | Ground Wire | | Grnd Bus | -W | | Grnd Bus | |

INDICATES EXISTING

NO COLOR INDICATES BUS STATION AND INTER. IMPROVEMENTS CONTRACT

Signal Operation Specifications
 Table Of Input Wiring
 Route 59 @ Hemion & Campbell
 Signal No. R-70 County: Rockland
 Novemebr 2018

R-70

| Terminal Number | Function | Detector Number | Det. Type | I/O Map | Fcn | Remarks |
|---|------------------------|-----------------|------------|---------|-----|------------------------------|
| 1A, 1B | Phase 1 | 1 | Quadrupole | I1-1 | 1 | Presence Loop |
| 2A, 2B | Phase 2 | 2 | Quadrupole | I1-2 | 2 | Presence Loop |
| 3A, 3B | Phase 3 | 3 | Quadrupole | I1-3 | 3 | Presence Loop |
| 4A, 4B | Phase 4 | 4 | Quadrupole | I1-4 | 4 | Presence Loop |
| 5A, 5B | Phase 5 | 5 | Quadrupole | I1-5 | 5 | Presence Loop |
| 6A, 6B | Phase 6 | 6 | Quadrupole | I1-6 | 6 | Presence Loop |
| 7A, 7B | Phase 7 | 7 | Normal | I1-7 | 7 | Presence Loop |
| 8A, 8B | Phase 8 | 8 | Quadrupole | I1-8 | 8 | Presence Loop |
| 9A, 9B | Phase 6 | 9 | Quadrupole | I2-1 | 9 | Presence Loop |
| 10A, 10B | Phase 2 | 10 | Quadrupole | I2-2 | 10 | Presence Loop |
| 11A, 11B | Phase 1 | 11 | Normal | I2-3 | 11 | Presence Loop |
| 12A, 12B | Phase 2 | 12 | Normal | I2-4 | 12 | Presence Loop |
| 13A, 13B | Phase 3 | 13 | Normal | I2-5 | 13 | Presence Loop |
| 14A, 14B | Phase 4 | 14 | Normal | I2-6 | 14 | Presence Loop |
| 15A, 15B | Phase 5 | 15 | Normal | I2-7 | 15 | Presence Loop |
| 16A, 16B | Phase 6 | 16 | Normal | I2-8 | 16 | Presence Loop |
| 17A, 17B | Phase 7 | 17 | Normal | I3-1 | 17 | Presence Loop |
| 18A, 18B | Phase 8 | 18 | Normal | I3-2 | 18 | Presence Loop |
| 19A, 19B | Phase 6 | 19 | Normal | I3-3 | 19 | Presence Loop |
| 20A, 20B | Phase 2 | 20 | Normal | I3-4 | 20 | Presence Loop |
| 21A, 21B | PED 1 - PHASE 7 | 21 | Button | I3-5 | 129 | PEDESTRIAN PUSHBUTTON |
| 22A, 22B | PED 2 - PHASE 6 | 22 | Button | I3-6 | 130 | PEDESTRIAN PUSHBUTTON |
| 23A, 23B | PED 3 - PHASE 3 | 23 | Button | I3-7 | 131 | PEDESTRIAN PUSHBUTTON |
| 24A, 24B | PED 4 - PHASE 2 | 24 | Button | I3-8 | 132 | PEDESTRIAN PUSHBUTTON |
| 25A, 25B | | | | I5-1 | 189 | |
| 26A, 26B | | | | I5-2 | 189 | |
| 27A, 27B | | | | I5-3 | 189 | |
| 28A, 28B | | | | I5-4 | 189 | |
| C11-S Auxiliary Input File in 330SR Cabinet | | | | | | |
| SLOT 1 | E.B. PRIORITY, PHASE 6 | N/A | GPS | I4-1 | 200 | OPTICOM PHASE SELECTOR |
| | W.B. PRIORITY, PHASE 2 | N/A | GPS | I4-2 | 201 | OPTICOM PHASE SELECTOR |
| SLOT 2 | N.B. PRIORITY, PHASE 8 | N/A | GPS | I4-3 | | OPTICOM PHASE SELECTOR |
| | S.B. PRIORITY, PHASE 4 | N/A | GPS | I4-4 | | OPTICOM PHASE SELECTOR |
| SLOT 3 | | | | I7-1 | 189 | |
| | | | | I7-2 | 189 | |
| SLOT 4 | | | | I7-3 | 189 | |
| | | | | I7-4 | 189 | |
| SLOT 5 | | | | I7-5 | 189 | |
| | | | | I7-6 | 189 | |
| SLOT 6 | | | | I7-7 | 189 | |
| | | | | I7-8 | 189 | |
| SLOT 7 | | | | I8-1 | 189 | |
| | | | | I8-2 | 189 | |
| SLOT 8 | | | | I8-3 | 189 | |
| | | | | I8-4 | 189 | |
| SLOT 9 | | | | I8-5 | 189 | |
| | | | | I8-6 | 189 | |
| SLOT 10 | | | | I8-7 | 189 | |
| | | | | I8-8 | 189 | |
| SLOT 11 | | | | N/A | N/A | |
| | | | | N/A | N/A | |
| SLOT 12 | | | | N/A | N/A | |
| | | | | N/A | N/A | |
| SLOT 13 | POD DETECTORS | N/A | SDLC | N/A | N/A | TRAFFICWARE POD BASE STATION |
| | POD DETECTORS | N/A | SDLC | N/A | N/A | |
| SLOT 14 | POD DETECTORS | N/A | SDLC | N/A | N/A | |
| | POD DETECTORS | N/A | SDLC | N/A | N/A | |

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R-70

| RADIO | Function | Detector Number | Det. Type | I/O Map | Fcn | Remarks |
|-------|-----------------|-----------------|-----------|---------|-----|------------------------------|
| | SYSTEM DETECTOR | 33 | WIRELESS | SDLC | 33 | SYSTEM DETECTOR E.B. LEFT |
| | SYSTEM DETECTOR | 34 | WIRELESS | SDLC | 34 | SYSTEM DETECTOR E.B.T |
| | SYSTEM DETECTOR | 35 | WIRELESS | SDLC | 35 | SYSTEM DETECTOR E.B. ADVANCE |
| | SYSTEM DETECTOR | 36 | WIRELESS | SDLC | 36 | SYSTEM DETECTOR E.B.R |
| | SYSTEM DETECTOR | 37 | WIRELESS | SDLC | 37 | SYSTEM DETECTOR W.B.L.T |
| | SYSTEM DETECTOR | 38 | WIRELESS | SDLC | 38 | SYSTEM DETECTOR W.B. |
| | SYSTEM DETECTOR | 39 | WIRELESS | SDLC | 39 | SYSTEM DETECTOR W.B. ADVANCE |
| | SYSTEM DETECTOR | 40 | WIRELESS | SDLC | 40 | SYSTEM DETECTOR W.B.R |
| | SYSTEM DETECTOR | 41 | WIRELESS | SDLC | 41 | SYSTEM DETECTOR N.B.L |
| | SYSTEM DETECTOR | 42 | WIRELESS | SDLC | 42 | SYSTEM DETECTOR N.B. |
| | SYSTEM DETECTOR | 43 | WIRELESS | SDLC | 43 | SYSTEM DETECTOR S.B.L |
| | SYSTEM DETECTOR | 44 | WIRELESS | SDLC | 44 | SYSTEM DETECTOR S.B . |
| | | 45 | WIRELESS | SDLC | 45 | |
| | | 46 | WIRELESS | SDLC | 46 | |
| | | 47 | WIRELESS | SDLC | 47 | |
| | | 48 | WIRELESS | SDLC | 48 | |
| | | 49 | WIRELESS | SDLC | 49 | |
| | | 50 | WIRELESS | SDLC | 50 | |
| | | 51 | WIRELESS | SDLC | 51 | |
| | | 52 | WIRELESS | SDLC | 52 | |
| | | 53 | WIRELESS | SDLC | 53 | |
| | | 54 | WIRELESS | SDLC | 54 | |
| | | 55 | WIRELESS | SDLC | 55 | |
| | | 56 | WIRELESS | SDLC | 56 | |
| | | 57 | WIRELESS | SDLC | 57 | |
| | | 58 | WIRELESS | SDLC | 58 | |
| | | 59 | WIRELESS | SDLC | 59 | |
| | | 60 | WIRELESS | SDLC | 60 | |
| | | 61 | WIRELESS | SDLC | 61 | |
| | | 62 | WIRELESS | SDLC | 62 | |
| | | 63 | WIRELESS | SDLC | 63 | |
| | | 64 | WIRELESS | SDLC | 64 | |

R-79

Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION

Signal:

R-79

FACES

Town of RAMAPO

Contract:

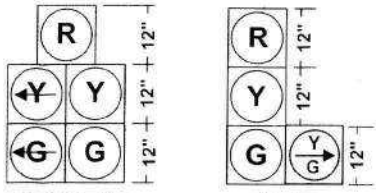
D263528

PIN:

8823.50

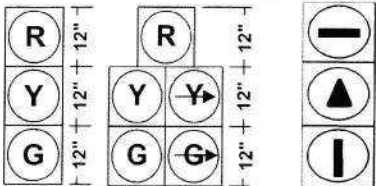
File:

39.16-59



1, 3, 5, 7

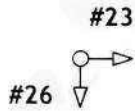
4, 6



2

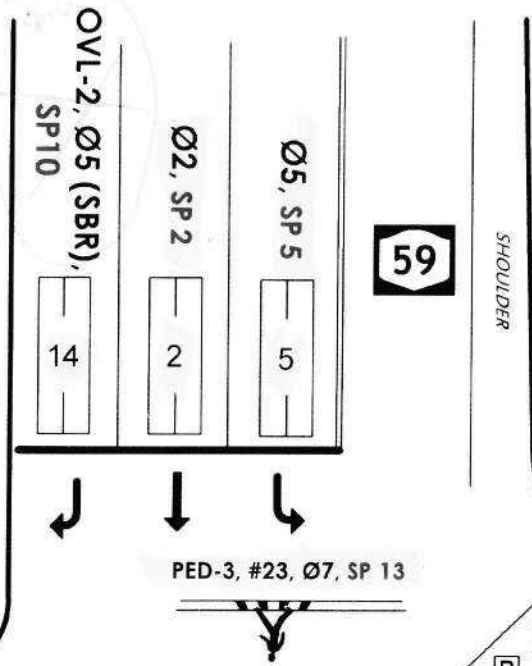
8 MOD

10



#23

#26



SHOULDER

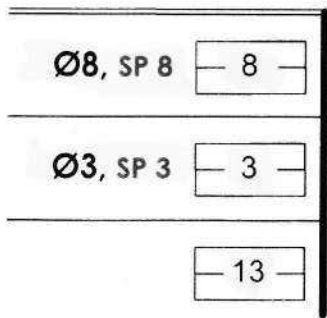


#23

#24

PED-3, #23, Ø7, SP 13

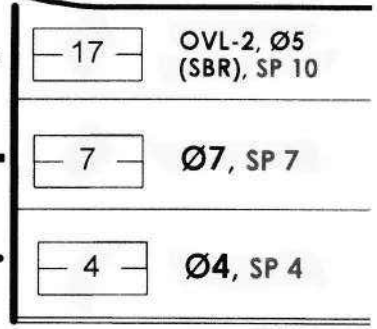
AIRMONT ROAD
(CR 89)



PED-2, #26, Ø2, SP 12

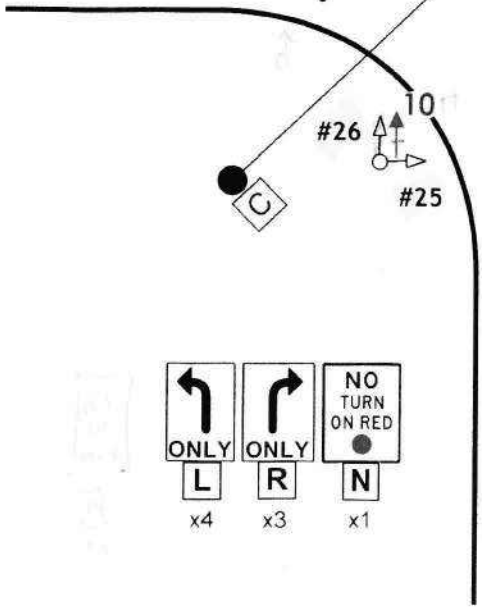
8 MOD

A B C D E F



PED-4, #24, Ø6, SP 14

AIRMONT ROAD
(CR 89)

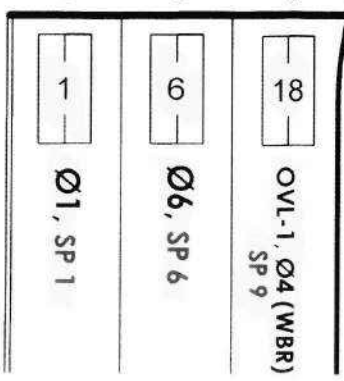


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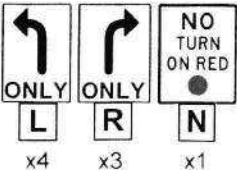
#25

PED-1, #25, Ø3, SP 11

SHOULDER TO BUS STOP



OPTICOM
PREEMPT
#27



x4

x3

x1

#24

#25



R-79

Signal #

MODEL 2070 SIGNAL OPERATION PROGRAMMABLE FEATURES SIGNAL OPERATION SPECIFICATION

Signal:

R-79

Contract:

D263528

PIN:

8823.50

File:

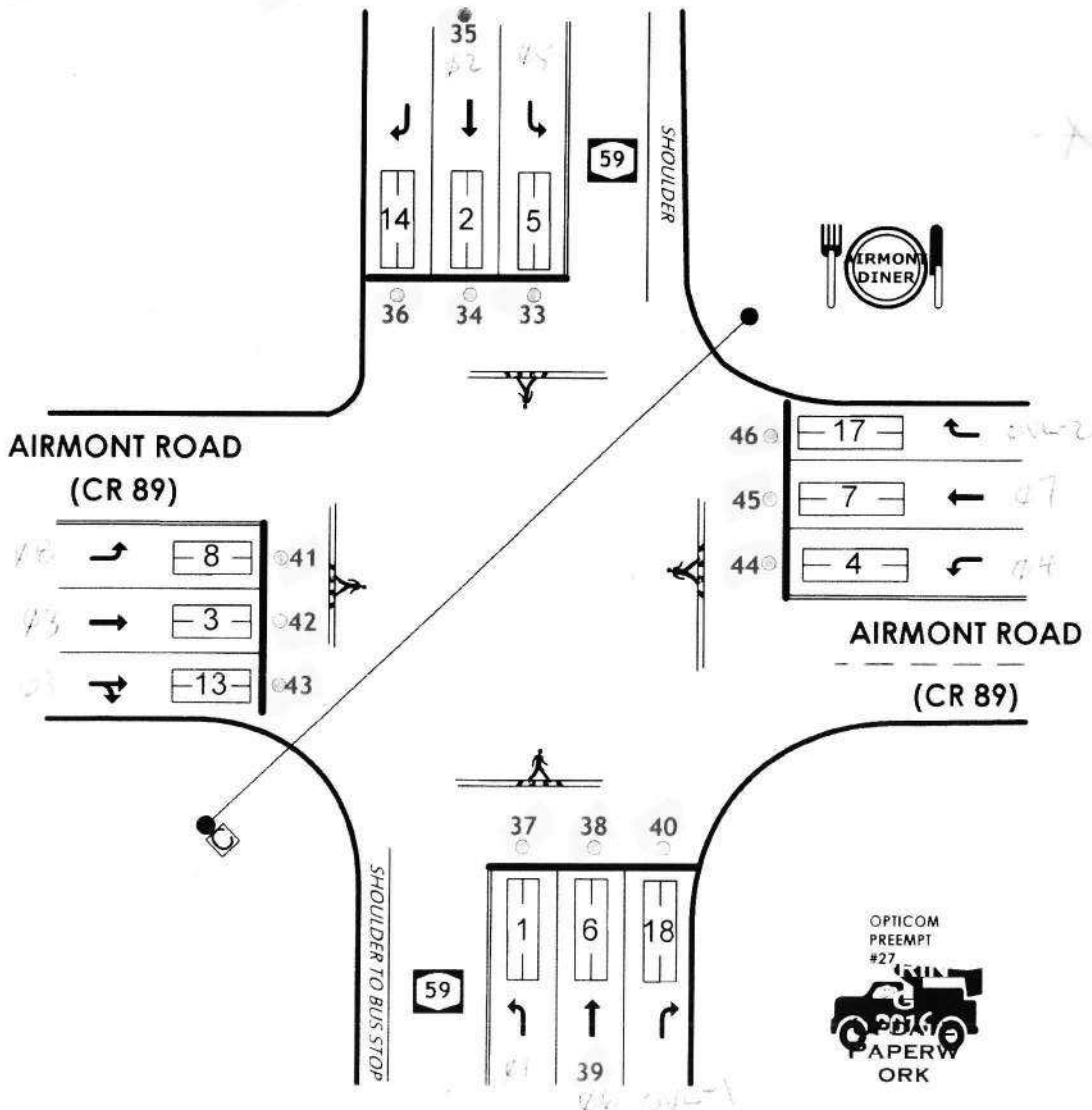
39.16-59

Date:

9/27/2018

TABLE OF INPUT WIRING

| FUNCTION | DETECTOR NUMBER | DET. TYPE | DET. AN OVER | IO MAP | FCN | REMARKS |
|----------|-----------------|-----------|--------------|-------------|------------------------------|------------------------------|
| PHASE 5 | 33 | WIRELESS | | SDLC | 33 | SYSTEM DETECTOR, EBL |
| PHASE 2 | 34 | WIRELESS | | SDLC | 34 | SYSTEM DETECTOR, EBT |
| PHASE 2 | 35 | WIRELESS | | SDLC | 35 | SYSTEM DETECTOR, EBT ADVANCE |
| PHASE 2 | 36 | WIRELESS | | SDLC | 36 | SYSTEM DETECTOR, EBR |
| PHASE 1 | 37 | WIRELESS | | SDLC | 37 | SYSTEM DETECTOR, WBL |
| PHASE 6 | 38 | WIRELESS | | SDLC | 38 | SYSTEM DETECTOR, WBT |
| PHASE 6 | 39 | WIRELESS | | SDLC <td 39 | SYSTEM DETECTOR, WBT ADVANCE | |
| PHASE 6 | 40 | WIRELESS | | SDLC | 40 | SYSTEM DETECTOR, WBR |
| PHASE 8 | 41 | WIRELESS | | SDLC | 41 | SYSTEM DETECTOR, NBL |
| PHASE 3 | 42 | WIRELESS | | SDLC | 42 | SYSTEM DETECTOR, NBT |
| PHASE 3 | 43 | WIRELESS | | SDLC | 43 | SYSTEM DETECTOR, NBT/NBR |
| PHASE 4 | 44 | WIRELESS | | SDLC | 44 | SYSTEM DETECTOR, SBL |
| PHASE 7 | 45 | WIRELESS | | SDLC | 45 | SYSTEM DETECTOR, SBT |
| PHASE 7 | 46 | WIRELESS | | SDLC | 46 | SYSTEM DETECTOR, SBR |



R-79



NYSDOT- Region 8

Intersection Timing Sheet

Station ID [6.1]

Intersection : 15079 - v76 RTE 59 @ AIRMONT RD (Upload File)

| | | | |
|-------------------------|------------------|----------------------|------------------|
| Unit Parameters [6.5] | I/O Mode [1.8.6] | Print Date | Date Implemented |
| Phase Mode: USER | | 5/28/2019 1:23:35 PM | |

Communication [6.5]

| IP Address | Subnet Mask | Gateway | Port |
|---------------|--------------|-------------|------|
| 192.168. .100 | 255.255.255. | 192.168. .1 | 5001 |

Phase Timings [1.1.1]

| | φ1 | φ2 | φ3 | φ4 | φ5 | φ6 | φ7 | φ8 | φ9 | φ10 | φ11 | φ12 | φ13 | φ14 | φ15 | φ16 |
|--------------------|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk | | 7 | 7 | | | 7 | 7 | | | | | | | | | |
| Ped Clearance | | 24 | 24 | | | 24 | 24 | | | | | | | | | |
| Min Green | 3 | 10 | 10 | 3 | 5 | 10 | 10 | 3 | | 15 | | | | | | |
| Gap Ext | 1 | 3 | 2 | 3 | 3 | 3 | 3 | 1 | | 3 | | | | | | |
| Max1 | 25 | 55 | 45 | 35 | 35 | 55 | 55 | 8 | | 15 | | | | | | |
| Max2 | | | | | | | | | | | | | | | | |
| Yellow Clr | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3.5 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1.5 | 1 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert | | | | | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | |
| Max Initial | | | | | | | | | | | | | | | | |
| Time Before Reduce | | | | | | | | | | | | | | | | |
| Cars Before Reduce | | | | | | | | | | | | | | | | |
| Time To Reduce | | | | | | | | | | | | | | | | |
| Reduce By | | | | | | | | | | | | | | | | |
| Min Gap | | | | | | | | | | | | | | | | |
| Dynamic Max Limit | | | | | | 45 | | | | | | | | | | |
| Dynamic Max Step | | | | | | 10 | | | | | | | | | | |
| Auto Flash Entry | | | | | | | | | | | | | | | | |
| Auto Flash Exit | | | | | | | | | | | | | | | | |
| Non-Actuated 1 | | | | | | | | | | | | | | | | |
| Non-Actuated 2 | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | | | | | | |

Phase Options [1.1.2]

| | φ1 | φ2 | φ3 | φ4 | φ5 | φ6 | φ7 | φ8 | φ9 | φ10 | φ11 | φ12 | φ13 | φ14 | φ15 | φ16 |
|----------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|
| Enable | ON | ON | ON | ON | ON | ON | ON | ON | | ON | | | | | | |
| Lock Call | | | | | | | | | | | | | | | | |
| Min Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | ON | ON | | | | ON | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| Dual Entry | | ON | | ON | | ON | | ON | | | | | | | | |
| Sim Gap Enable | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage | | | | | | | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |

APPLICATION FOR PUBLIC ACCESS TO TOWN RECORDS

Records Access Officer: Christian G. Sampson, Town Clerk
TOWN RECORDS ARE OPEN FOR INSPECTION MONDAY – FRIDAY 9AM TO 5PM

I HEREBY APPLY TO INSPECT THE FOLLOWING TOWN RECORD (S) :
Our office would like to request the traffic signal timing directive and plan
_____ for the intersection of N De Baun Ave & N Airmont Rd (CR 89). If possible
_____ please send an electronic copy to cbradley@dynamictraffic.com

Cailin Bradley, Dynamic Traffic, LLC



(PRINT) FULL NAME

SIGNATURE

1904 Main Street

732-681-0760

ADDRESS

DAYTIME PHONE

Lake Como, NJ 07719

10/25/18

CITY/STATE/ZIP

DATE OF REQUEST

Date Called: _____ Comments: _____

THERE IS A CHARGE OF \$.25 PER COPIED PAGE allowed by law.

FOR TOWN USE ONLY

Request Approved No Charge for Record Charge

Request Denied for the Reason(s) below:

- Confidential Disclosure
- Part of Investigatory Files
- Unwarranted Invasion of Personal Privacy
- Record Not Located
- Record not Maintained by this Agency
- Would impair contract awards/collective bargaining agreements
- Trade secret, confidential commercial information
- Law enforcement records
- Exempted by Stature other than the Freedom of Information Act
- Other (Specify) _____

Certification Fee: _____
Photocopy Fee: _____
Total to be Paid: _____

Signature of Town Rep. Title Date

NOTICE: Any person denied access to records may appeal the denial within 30 days of the denial. Such appeals should be addressed to the Supervisor of the Town of Ramapo, 237 Route 59, Suffern, NY 10901.

I HEREBY APPEAL: ()

Signature: _____ Date: _____

SET #4

PROPOSED-2 AM
8:00 PM

INTERSECTION # AM-1
TOWN SIGNAL # 23

DATE: 5-Mar-08

INTERSECTION NAME: Airmont Road / N. Debaun Avenue

PHASE TIMING DATA / TIMER INTERVALS

Airmont Road *Debaun Av. Airmont Road* *Debaun Av.*

| INTERVAL | PHASE / INT. # | SB Left | NB Thru | WB Left | EB Thru | NB Left | SB Thru | EB Left | WB Thru |
|-----------------------------------|----------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|
| | | F1 | F2 | F3 | F4 | F5 | F6 | F7 | F8 |
| MEMORY/RECALL | 00 | 001 | 004 | | 001 | 001 | 004 | | 001 |
| WALK | 01 | | 07.0 | | | | 07.0 | | 07.0 |
| PEDESTRIAN CLEARANCE | 02 | | 13.0 | | | | 13.0 | | 13.0 |
| INITIAL | 03 | 010 | 010 | | 010 | 010 | 010 | | 010 |
| VARIABLE INITIAL | 04 | | | | | | | | |
| VARIABLE INITIAL LIMIT | 05 | 050 | 050 | | 050 | 050 | 050 | | 050 |
| TIME BEFORE REDUCTION | 06 | | | | | | | | |
| TIME TO REDUCE | 07 | | | | | | | | |
| MAXIMUM GAP | 08 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| MINIMUM GAP | 09 | | | | | | | | |
| GAP CLOCK | 10 | USED | WITH | DAA | ONLY | USED | WITH | DBB | ONLY |
| MAXIMUM GREEN 1 - <i>ALL TIME</i> | 11 | 011 | 032 | | 020 | 011 | 032 | | 020 |
| MAXIMUM GREEN 2 | 12 | | | | | | | | |
| MAXIMUM GREEN 3 | 13 | | | | | | | | |
| RECALL GREEN | 14 | 015 | 022 | | 015 | 015 | 022 | | 015 |
| YELLOW CLEARANCE | 15 | 03.0 | 03.0 | | 03.0 | 03.0 | 03.0 | | 03.0 |
| RED CLEARANCE | 16 | 01.0 | 01.0 | | 01.0 | 01.0 | 01.0 | | 01.0 |
| THIRD CLEARANCE | 17 | | | | | | | | |
| FOURTH CLEARANCE | 18 | | | | | | | | |
| INTERVALS | 19-28 | RESERVED FOR FUTURE USE | | | | | | | |
| REDUCED BY | 29 | USED | WITH | DAA | ONLY | USED | WITH | DBB | ONLY |
| EVERY | 30 | USED | WITH | DAA | ONLY | USED | WITH | DBB | ONLY |
| CARS WAITING | 31 | USED | WITH | DAA | ONLY | USED | WITH | DBB | ONLY |

| | | |
|---|----------------|-------|
| MEMORY / RECALL CODES: (MAY BE COMBINED) | MEMORY OFF | = 000 |
| | MEMORY ON | = 001 |
| | MINIMUM RECALL | = 002 |
| | RECALL GREEN | = 004 |
| | PED RECALL | = 008 |
| | RECALL TO MAX | = 016 |

NOTES: CYCLE LENGTH = 75 SEC.
OFFSET = 72 SEC
 (REFERENCED TO AIRMONT RD. AND SB I-87 RAMP)

Appendix C
Capacity Analysis

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 162 | 418 | 39 | 123 | 461 | 61 | 111 | 179 | 55 | 124 | 184 | 143 |
| Future Volume (vph) | 162 | 418 | 39 | 123 | 461 | 61 | 111 | 179 | 55 | 124 | 184 | 143 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | | -4% |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Frt | | | 0.850 | | | 0.850 | | 0.965 | | | 0.934 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1749 | 1432 | 1752 | 1727 | 1482 | 1901 | 1739 | 0 | 1745 | 1769 | 0 |
| Flt Permitted | 0.115 | | | 0.169 | | | 0.170 | | | 0.358 | | |
| Satd. Flow (perm) | 203 | 1749 | 1432 | 312 | 1727 | 1445 | 340 | 1739 | 0 | 656 | 1769 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 138 | | 13 | | | | 33 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | 1 | | 2 | 2 | | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 4% | 5% | 9% | 3% | 10% | 9% | 6% | 5% | 11% | 9% | 6% | 3% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 198 | 510 | 48 | 150 | 562 | 74 | 135 | 285 | 0 | 151 | 398 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | | 15.0 | 40.0 | |
| Total Split (%) | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | | 12.6% | 33.6% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | | 9.0 | 34.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 2 | | | 2 | | | 3 | | | 3 | |
| Act Effct Green (s) | 44.0 | 36.0 | 49.3 | 43.1 | 35.5 | 43.1 | 33.6 | 25.3 | | 34.3 | 25.7 | |
| Actuated g/C Ratio | 0.42 | 0.34 | 0.47 | 0.41 | 0.34 | 0.41 | 0.32 | 0.24 | | 0.33 | 0.24 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 8% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| v/c Ratio | 0.93 | 0.85 | 0.06 | 0.61 | 0.96 | 0.11 | 0.58 | 0.66 | | 0.50 | 0.87 | |
| Control Delay | 73.5 | 48.6 | 0.2 | 31.4 | 65.2 | 0.3 | 32.4 | 42.5 | | 28.6 | 55.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.5 | 48.6 | 0.2 | 31.4 | 65.2 | 0.3 | 32.4 | 42.5 | | 28.6 | 55.2 | |
| LOS | E | D | A | C | E | A | C | D | | C | E | |
| Approach Delay | | 52.0 | | | 52.6 | | | 39.2 | | | 47.9 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | 80 | 309 | 0 | 53 | 358 | 0 | 56 | 158 | | 63 | 227 | |
| Queue Length 95th (ft) | #233 | #447 | 0 | 108 | #530 | 0 | 98 | 239 | | 109 | 330 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 213 | 598 | 754 | 254 | 583 | 683 | 247 | 578 | | 311 | 602 | |
| 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 | 0.93 | 0.85 | 0.06 | 0.59 | 0.96 | 0.11 | 0.55 | 0.49 | | 0.49 | 0.66 | |

Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 105
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 49.2
 Intersection LOS: D
 Intersection Capacity Utilization 77.9%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|---------------------|-------------------------|---------------------|------------------------|
| #10 Ø9f Ø1 15 s | #10 → Ø2 40 s | #10 #15 ↙ Ø3 15 s | #10 ↓ Ø4 40 s | #10 #15 ← Ø5 9 s |
| #10 ↖ Ø5 15 s | #10 ← Ø6 40 s | #10 #15 ↘ Ø7 15 s | #10 ↑ Ø8 40 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 401 | 298 | 18 | 80 | 225 | 274 | 44 | 541 | 109 | 410 | 354 | 442 |
| Future Volume (vph) | 401 | 298 | 18 | 80 | 225 | 274 | 44 | 541 | 109 | 410 | 354 | 442 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | 0.850 | | | 0.850 | | 0.975 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1792 | 1724 | 1168 | 1811 | 1761 | 1299 | 1555 | 3343 | 0 | 1656 | 1627 | 1422 |
| Fl _t Permitted | 0.168 | | | 0.575 | | | 0.219 | | | 0.155 | | |
| Satd. Flow (perm) | 317 | 1724 | 1168 | 1096 | 1761 | 1299 | 359 | 3343 | 0 | 270 | 1627 | 1422 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 11 | | | | 451 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 2% | 8% | 31% | 4% | 9% | 13% | 15% | 4% | 6% | 9% | 9% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 409 | 304 | 18 | 82 | 230 | 280 | 45 | 663 | 0 | 418 | 361 | 451 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 9.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 53.2 | 45.6 | 75.6 | 26.9 | 24.4 | 48.9 | 71.7 | 40.2 | | 64.3 | 34.6 | 64.0 |
| Actuated g/C Ratio | 0.36 | 0.31 | 0.52 | 0.18 | 0.17 | 0.33 | 0.49 | 0.28 | | 0.44 | 0.24 | 0.44 |
| v/c Ratio | 0.99 | 0.57 | 0.03 | 0.34 | 0.78 | 0.65 | 0.10 | 0.72 | | 1.03 | 0.94 | 0.51 |
| Control Delay | 85.6 | 42.4 | 0.1 | 39.5 | 65.4 | 33.5 | 24.7 | 53.2 | | 103.5 | 86.7 | 3.2 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| 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) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |

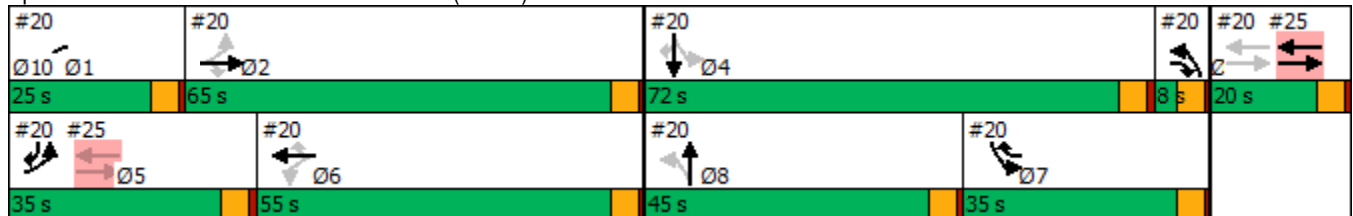


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|-------|------|------|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 85.6 | 42.4 | 0.1 | 39.5 | 65.4 | 33.5 | 24.7 | 53.2 | | 103.5 | 86.7 | 3.2 |
| LOS | F | D | A | D | E | C | C | D | | F | F | A |
| Approach Delay | | 65.5 | | | 46.7 | | | 51.4 | | | 61.8 | |
| Approach LOS | | E | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 315 | 235 | 0 | 47 | 210 | 109 | 20 | 291 | | ~360 | 342 | 0 |
| Queue Length 95th (ft) | #634 | 283 | 0 | 103 | 210 | 202 | 50 | 411 | | #616 | 465 | 36 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 419 | 777 | 651 | 389 | 673 | 434 | 468 | 927 | | 404 | 749 | 881 |
| 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 | 0.98 | 0.39 | 0.03 | 0.21 | 0.34 | 0.65 | 0.10 | 0.72 | | 1.03 | 0.48 | 0.51 |

Intersection Summary



















Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 146
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 57.6
 Intersection LOS: E
 Intersection Capacity Utilization 91.9%
 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: 20: North Airmont Road (CR 89) & Route 59























| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  | |
| Traffic Volume (vph) | 321 | 6 | 398 | 0 | 0 | 0 | 0 | 619 | 659 | 377 | 799 | 0 |
| Future Volume (vph) | 321 | 6 | 398 | 0 | 0 | 0 | 0 | 619 | 659 | 377 | 799 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | 0.850 | | |
| Flt Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1562 | 1357 | 0 | 0 | 0 | 0 | 3042 | 1632 | 3519 | 3491 | 0 |
| Flt Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1562 | 1357 | 0 | 0 | 0 | 0 | 3042 | 1632 | 3519 | 3491 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 103 | | | | | | 519 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | | 505 |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | | 11.5 |
| 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 (%) | 13% | 13% | 16% | 0% | 0% | 0% | 0% | 13% | 4% | 2% | 6% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 330 | 402 | 0 | 0 | 0 | 0 | 625 | 666 | 381 | 807 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | | | | | 21.0 | 21.0 | 18.0 | 39.0 | |
| Total Split (%) | 48.0% | 48.0% | 48.0% | | | | | 28.0% | 28.0% | 24.0% | 52.0% | |
| Maximum Green (s) | 31.0 | 31.0 | 31.0 | | | | | 16.0 | 16.0 | 13.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 22.6 | 22.6 | | | | | 25.5 | 25.5 | 11.9 | 42.4 | |
| Actuated g/C Ratio | | 0.30 | 0.30 | | | | | 0.34 | 0.34 | 0.16 | 0.57 | |
| v/c Ratio | | 0.70 | 0.84 | | | | | 0.60 | 0.74 | 0.68 | 0.41 | |
| Control Delay | | 30.6 | 33.0 | | | | | 21.5 | 13.9 | 31.4 | 7.7 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 30.6 | 33.0 | | | | | 21.5 | 13.9 | 31.4 | 7.7 | |
| LOS | | C | C | | | | | C | B | C | A | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  |  |
| Traffic Volume (veh/h) | 321 | 6 | 398 | 0 | 0 | 0 | 0 | 619 | 659 | 377 | 799 | 0 |
| Future Volume (veh/h) | 321 | 6 | 398 | 0 | 0 | 0 | 0 | 619 | 659 | 377 | 799 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1560 | 1560 | 1516 | | | | 0 | 1654 | 1859 | 2067 | 2007 | 0 |
| Adj Flow Rate, veh/h | 324 | 6 | 402 | | | | 0 | 625 | 0 | 381 | 807 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 13 | 13 | 16 | | | | 0 | 13 | 4 | 2 | 6 | 0 |
| Cap, veh/h | 499 | 9 | 439 | | | | 0 | 1021 | | 509 | 2000 | 0 |
| Arrive On Green | 0.34 | 0.34 | 0.34 | | | | 0.00 | 0.54 | 0.00 | 0.04 | 0.17 | 0.00 |
| Sat Flow, veh/h | 1460 | 27 | 1284 | | | | 0 | 3226 | 1576 | 3818 | 3913 | 0 |
| Grp Volume(v), veh/h | 330 | 0 | 402 | | | | 0 | 625 | 0 | 381 | 807 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1487 | 0 | 1284 | | | | 0 | 1572 | 1576 | 1909 | 1906 | 0 |
| Q Serve(g_s), s | 14.1 | 0.0 | 22.5 | | | | 0.0 | 10.2 | 0.0 | 7.4 | 14.1 | 0.0 |
| Cycle Q Clear(g_c), s | 14.1 | 0.0 | 22.5 | | | | 0.0 | 10.2 | 0.0 | 7.4 | 14.1 | 0.0 |
| Prop In Lane | 0.98 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 509 | 0 | 439 | | | | 0 | 1021 | | 509 | 2000 | 0 |
| V/C Ratio(X) | 0.65 | 0.00 | 0.92 | | | | 0.00 | 0.61 | | 0.75 | 0.40 | 0.00 |
| Avail Cap(c_a), veh/h | 615 | 0 | 531 | | | | 0 | 1021 | | 662 | 2000 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.67 | 1.67 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.67 | 0.67 | 0.00 |
| Uniform Delay (d), s/veh | 20.9 | 0.0 | 23.6 | | | | 0.0 | 13.9 | 0.0 | 34.6 | 20.6 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 16.9 | | | | 0.0 | 2.7 | 0.0 | 1.5 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 8.3 | 0.0 | 13.2 | | | | 0.0 | 5.6 | 0.0 | 6.3 | 10.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.8 | 0.0 | 40.6 | | | | 0.0 | 16.7 | 0.0 | 36.1 | 21.0 | 0.0 |
| LnGrp LOS | C | A | D | | | | A | B | | D | C | A |
| Approach Vol, veh/h | | 732 | | | | | | 625 | | | 1188 | |
| Approach Delay, s/veh | | 32.1 | | | | | | 16.7 | | | 25.8 | |
| Approach LOS | | C | | | | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 4 | 6 | | | | | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 29.4 | 30.7 | 44.3 | | | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | | | | | | | | |
| Max Green Setting (Gmax), s | 13.0 | 16.0 | 31.0 | 34.0 | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | 9.4 | 0.0 | 24.5 | 0.0 | | | | | | | | |
| Green Ext Time (p_c), s | 0.4 | 0.0 | 1.2 | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 25.4 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  |  |  |  |  | |  |  |
| Traffic Volume (vph) | 0 | 0 | 0 | 583 | 1 | 279 | 301 | 639 | 0 | 0 | 593 | 272 |
| Future Volume (vph) | 0 | 0 | 0 | 583 | 1 | 279 | 301 | 639 | 0 | 0 | 593 | 272 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.98 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.952 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1603 | 1606 | 1553 | 1355 | 2979 | 0 | 0 | 3628 | 1534 |
| Fl _t Permitted | | | | 0.950 | 0.952 | | 0.187 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1603 | 1606 | 1553 | 267 | 2979 | 0 | 0 | 3628 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 118 | | | | | | 373 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 7% | 0% | 4% | 23% | 8% | 0% | 0% | 3% | 9% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 399 | 401 | 382 | 412 | 875 | 0 | 0 | 812 | 373 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 31.0 | 31.0 | 31.0 | 15.0 | 44.0 | | | 29.0 | 29.0 |
| Total Split (%) | | | | 41.3% | 41.3% | 41.3% | 20.0% | 58.7% | | | 38.7% | 38.7% |
| Maximum Green (s) | | | | 26.0 | 26.0 | 26.0 | 10.0 | 39.0 | | | 24.0 | 24.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 22.6 | 22.6 | 22.6 | 42.4 | 42.4 | | | 27.4 | 27.4 |
| Actuated g/C Ratio | | | | 0.30 | 0.30 | 0.30 | 0.57 | 0.57 | | | 0.37 | 0.37 |
| v/c Ratio | | | | 0.83 | 0.83 | 0.69 | 1.40 | 0.52 | | | 0.61 | 0.48 |
| Control Delay | | | | 39.2 | 39.5 | 22.3 | 215.3 | 12.0 | | | 21.5 | 6.1 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|------|-----|-----|------|------|
| Total Delay | | | | 39.2 | 39.5 | 22.3 | 215.3 | 12.0 | | | 21.5 | 6.1 |
| LOS | | | | D | D | C | F | B | | | C | A |
| Approach Delay | | | | | 33.8 | | | 77.1 | | | 16.7 | |
| Approach LOS | | | | | C | | | E | | | B | |
| Queue Length 50th (ft) | | | | 171 | 172 | 101 | ~220 | 152 | | | 122 | 6 |
| Queue Length 95th (ft) | | | | 202 | 202 | 129 | #282 | 156 | | | 183 | 43 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 555 | 556 | 615 | 295 | 1683 | | | 1324 | 784 |
| 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 | | | | 0.72 | 0.72 | 0.62 | 1.40 | 0.52 | | | 0.61 | 0.48 |



















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 46 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 43.5 Intersection LOS: D
 Intersection Capacity Utilization 82.2% 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: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 63 | 0 | 31 | 16 | 0 | 19 | 35 | 1171 | 10 | 21 | 1159 | 5 |
| Future Volume (vph) | 63 | 0 | 31 | 16 | 0 | 19 | 35 | 1171 | 10 | 21 | 1159 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.956 | | | 0.927 | | | 0.999 | | | 0.999 | |
| Flt Protected | | 0.967 | | | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1726 | 0 | 0 | 1673 | 0 | 1574 | 3321 | 0 | 1718 | 3290 | 0 |
| Flt Permitted | | 0.774 | | | 0.884 | | 0.151 | | | 0.167 | | |
| Satd. Flow (perm) | 0 | 1382 | 0 | 0 | 1514 | 0 | 250 | 3321 | 0 | 302 | 3290 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 73 | | | 73 | | | 1 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | 427 | |
| Travel Time (s) | | 5.0 | | | 12.6 | | | 4.2 | | | 9.7 | |
| 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 (%) | 2% | 0% | 22% | 0% | 0% | 18% | 7% | 5% | 0% | 0% | 8% | 25% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 104 | 0 | 0 | 39 | 0 | 39 | 1312 | 0 | 23 | 1294 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.5 | 1.0 | | 0.5 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 11.3 | | | 11.3 | | 56.9 | 53.7 | | 56.1 | 50.9 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.76 | 0.72 | | 0.75 | 0.68 | |
| v/c Ratio | | 0.39 | | | 0.13 | | 0.11 | 0.55 | | 0.06 | 0.58 | |
| Control Delay | | 15.8 | | | 3.4 | | 3.7 | 9.6 | | 2.6 | 8.5 | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 0 | 31 | 16 | 0 | 19 | 35 | 1171 | 10 | 21 | 1159 | 5 |
| Future Volume (veh/h) | 63 | 0 | 31 | 16 | 0 | 19 | 35 | 1171 | 10 | 21 | 1159 | 5 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1945 | 1976 | 1637 | 1976 | 1976 | 1699 | 1796 | 1826 | 1900 | 2057 | 1937 | 1682 |
| Adj Flow Rate, veh/h | 70 | 0 | 34 | 18 | 0 | 21 | 39 | 1301 | 11 | 23 | 1288 | 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 |
| Percent Heavy Veh, % | 2 | 0 | 22 | 0 | 0 | 18 | 7 | 5 | 0 | 0 | 8 | 25 |
| Cap, veh/h | 199 | 16 | 66 | 145 | 24 | 116 | 485 | 2336 | 20 | 410 | 2402 | 11 |
| Arrive On Green | 0.13 | 0.00 | 0.13 | 0.13 | 0.00 | 0.13 | 0.07 | 0.66 | 0.66 | 0.10 | 1.00 | 1.00 |
| Sat Flow, veh/h | 938 | 128 | 518 | 593 | 194 | 918 | 1711 | 3525 | 30 | 1959 | 3757 | 17 |
| Grp Volume(v), veh/h | 104 | 0 | 0 | 39 | 0 | 0 | 39 | 640 | 672 | 23 | 631 | 663 |
| Grp Sat Flow(s),veh/h/ln | 1584 | 0 | 0 | 1705 | 0 | 0 | 1711 | 1735 | 1821 | 1959 | 1840 | 1934 |
| Q Serve(g_s), s | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 14.8 | 14.8 | 0.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.4 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.5 | 14.8 | 14.8 | 0.3 | 0.0 | 0.0 |
| Prop In Lane | 0.67 | | 0.33 | 0.46 | | 0.54 | 1.00 | | 0.02 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 281 | 0 | 0 | 286 | 0 | 0 | 485 | 1149 | 1206 | 410 | 1177 | 1236 |
| V/C Ratio(X) | 0.37 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.08 | 0.56 | 0.56 | 0.06 | 0.54 | 0.54 |
| Avail Cap(c_a), veh/h | 495 | 0 | 0 | 505 | 0 | 0 | 609 | 1149 | 1206 | 598 | 1177 | 1236 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.4 | 0.0 | 0.0 | 29.2 | 0.0 | 0.0 | 3.2 | 6.8 | 6.8 | 4.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.9 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.3 | 1.9 | 1.9 | 0.2 | 1.8 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.5 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.3 | 8.4 | 8.7 | 0.2 | 1.0 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.4 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 3.4 | 8.7 | 8.6 | 4.8 | 1.8 | 1.7 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 104 | | | 39 | | | 1351 | | | 1317 | |
| Approach Delay, s/veh | | 33.4 | | | 30.0 | | | 8.5 | | | 1.8 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.8 | 53.7 | | 13.5 | 9.6 | 51.9 | | 13.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 16.8 | | 6.4 | 2.5 | 2.0 | | 3.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 12.8 | | 0.9 | 0.1 | 22.4 | | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 6.6 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 91 | 14 | 332 | 3 | 1 | 5 | 177 | 518 | 57 | 16 | 604 | 68 |
| Future Volume (vph) | 91 | 14 | 332 | 3 | 1 | 5 | 177 | 518 | 57 | 16 | 604 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.985 | | | 0.985 | |
| Flt Protected | | 0.959 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1731 | 1433 | 1797 | 913 | 1242 | 1645 | 3229 | 0 | 1762 | 3460 | 0 |
| Flt Permitted | | 0.755 | | 0.682 | | | 0.285 | | | 0.409 | | |
| Satd. Flow (perm) | 0 | 1363 | 1433 | 1290 | 913 | 1242 | 494 | 3229 | 0 | 758 | 3460 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 110 | | | 102 | | 18 | | | 19 | |
| Link Speed (mph) | | 30 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | 587 | |
| Travel Time (s) | | 15.5 | | | 12.2 | | | 17.8 | | | 13.3 | |
| 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 (%) | 1% | 9% | 2% | 0% | 100% | 25% | 5% | 10% | 0% | 8% | 8% | 11% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 117 | 369 | 3 | 1 | 6 | 197 | 639 | 0 | 18 | 747 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Min | | None | C-Min | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | | 0 | | | 0 | |
| Act Effct Green (s) | | 12.5 | 24.8 | 12.5 | 12.5 | 12.5 | 55.5 | 54.2 | | 46.2 | 40.2 | |
| Actuated g/C Ratio | | 0.17 | 0.33 | 0.17 | 0.17 | 0.17 | 0.74 | 0.72 | | 0.62 | 0.54 | |
| v/c Ratio | | 0.52 | 0.67 | 0.01 | 0.01 | 0.02 | 0.38 | 0.27 | | 0.03 | 0.40 | |
| Control Delay | | 36.1 | 19.8 | 24.0 | 24.0 | 0.2 | 5.7 | 3.1 | | 5.2 | 12.6 | |

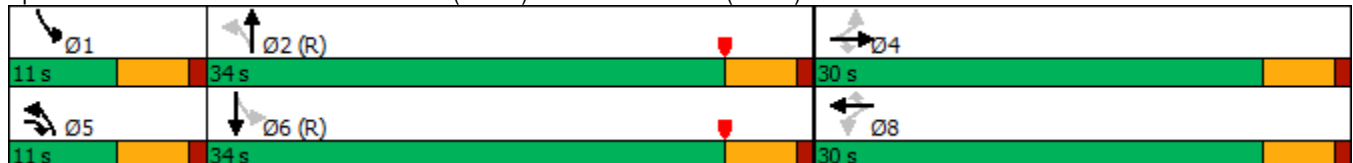

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 36.1 | 19.8 | 24.0 | 24.0 | 0.2 | 5.7 | 3.1 | | 5.2 | 12.6 | |
| LOS | | D | B | C | C | A | A | A | | A | B | |
| Approach Delay | | 23.7 | | | 9.7 | | | 3.7 | | | 12.5 | |
| Approach LOS | | C | | | A | | | A | | | B | |
| Queue Length 50th (ft) | | 51 | 99 | 1 | 0 | 0 | 13 | 21 | | 2 | 100 | |
| Queue Length 95th (ft) | | 93 | 149 | 8 | 4 | 0 | m42 | 71 | | 9 | 183 | |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | 507 | |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 454 | 547 | 430 | 304 | 482 | 522 | 2336 | | 550 | 1863 | |
| 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 | | 0.26 | 0.67 | 0.01 | 0.00 | 0.01 | 0.38 | 0.27 | | 0.03 | 0.40 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 60.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 91 | 14 | 332 | 3 | 1 | 5 | 177 | 518 | 57 | 16 | 604 | 68 |
| Future Volume (veh/h) | 91 | 14 | 332 | 3 | 1 | 5 | 177 | 518 | 57 | 16 | 604 | 68 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1673 | 1555 | 1658 | 2136 | 635 | 1761 | 1802 | 1728 | 1876 | 2015 | 2015 | 1892 |
| Adj Flow Rate, veh/h | 101 | 16 | 369 | 3 | 1 | 6 | 197 | 576 | 63 | 18 | 671 | 76 |
| 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 |
| Percent Heavy Veh, % | 1 | 9 | 2 | 0 | 100 | 25 | 5 | 10 | 0 | 8 | 8 | 11 |
| Cap, veh/h | 370 | 51 | 493 | 553 | 172 | 404 | 451 | 1518 | 166 | 518 | 1557 | 176 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.16 | 1.00 | 1.00 | 0.02 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1035 | 188 | 1405 | 1596 | 635 | 1492 | 1717 | 2986 | 326 | 1919 | 3466 | 392 |
| Grp Volume(v), veh/h | 117 | 0 | 369 | 3 | 1 | 6 | 197 | 316 | 323 | 18 | 370 | 377 |
| Grp Sat Flow(s),veh/h/ln | 1223 | 0 | 1405 | 1596 | 635 | 1492 | 1717 | 1642 | 1670 | 1919 | 1914 | 1944 |
| Q Serve(g_s), s | 5.4 | 0.0 | 17.3 | 0.0 | 0.1 | 0.2 | 4.6 | 0.0 | 0.0 | 0.4 | 9.9 | 9.9 |
| Cycle Q Clear(g_c), s | 5.7 | 0.0 | 17.3 | 0.1 | 0.1 | 0.2 | 4.6 | 0.0 | 0.0 | 0.4 | 9.9 | 9.9 |
| Prop In Lane | 0.86 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.20 |
| Lane Grp Cap(c), veh/h | 421 | 0 | 493 | 553 | 172 | 404 | 451 | 835 | 849 | 518 | 860 | 873 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.75 | 0.01 | 0.01 | 0.01 | 0.44 | 0.38 | 0.38 | 0.03 | 0.43 | 0.43 |
| Avail Cap(c_a), veh/h | 497 | 0 | 581 | 653 | 212 | 497 | 451 | 835 | 849 | 632 | 860 | 873 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.80 | 0.80 | 0.80 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.0 | 0.0 | 21.4 | 20.0 | 20.0 | 20.0 | 9.0 | 0.0 | 0.0 | 10.6 | 14.1 | 14.1 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.5 | 1.0 | 1.0 | 0.0 | 1.6 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.9 | 0.0 | 10.1 | 0.1 | 0.0 | 0.1 | 2.5 | 0.4 | 0.4 | 0.3 | 7.7 | 7.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.3 | 0.0 | 25.9 | 20.0 | 20.0 | 20.0 | 9.5 | 1.0 | 1.0 | 10.7 | 15.7 | 15.7 |
| LnGrp LOS | C | A | C | B | B | C | A | A | A | B | B | B |
| Approach Vol, veh/h | | 486 | | | 10 | | | 836 | | | 765 | |
| Approach Delay, s/veh | | 25.0 | | | 20.0 | | | 3.0 | | | 15.6 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.6 | 43.1 | | 25.3 | 11.0 | 38.7 | | 25.3 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.4 | 2.0 | | 19.3 | 6.6 | 11.9 | | 2.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.2 | | 1.0 | 0.0 | 2.5 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 12.8 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 8 | 393 | 9 | 3 | 445 |
| Future Vol, veh/h | 6 | 8 | 393 | 9 | 3 | 445 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 7 |
| Mvmt Flow | 10 | 13 | 624 | 14 | 5 | 706 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 1347 | 631 | 0 | 0 | 638 |
| Stage 1 | 631 | - | - | - | - |
| Stage 2 | 716 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 306 | 558 | - | - | 956 |
| Stage 1 | 707 | - | - | - | - |
| Stage 2 | 671 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 303 | 558 | - | - | 956 |
| Mov Cap-2 Maneuver | 303 | - | - | - | - |
| Stage 1 | 707 | - | - | - | - |
| Stage 2 | 665 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 14.3 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 410 | 956 |
| HCM Lane V/C Ratio | - | - | 0.054 | 0.005 |
| HCM Control Delay (s) | - | - | 14.3 | 8.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

Intersection

Int Delay, s/veh 2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 579 | 18 | 73 | 638 | 7 | 138 |
| Future Vol, veh/h | 579 | 18 | 73 | 638 | 7 | 138 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 6 | 11 | 7 | 17 | 3 |
| Mvmt Flow | 603 | 19 | 76 | 665 | 7 | 144 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 622 | 0 | 1430 |
| Stage 1 | - | - | - | - | 613 |
| Stage 2 | - | - | - | - | 817 |
| Critical Hdwy | - | - | 4.21 | - | 5.77 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.77 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.77 |
| Follow-up Hdwy | - | - | 2.299 | - | 3.653 |
| Pot Cap-1 Maneuver | - | - | 917 | - | 189 |
| Stage 1 | - | - | - | - | 587 |
| Stage 2 | - | - | - | - | 491 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 917 | - | 173 |
| Mov Cap-2 Maneuver | - | - | - | - | 309 |
| Stage 1 | - | - | - | - | 587 |
| Stage 2 | - | - | - | - | 450 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 1 | 15.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 508 | - | - | 917 | - |
| HCM Lane V/C Ratio | 0.297 | - | - | 0.083 | - |
| HCM Control Delay (s) | 15.1 | - | - | 9.3 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0.3 | - |

Intersection

Int Delay, s/veh 12.6

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 113 | 181 | 207 | 62 | 2 | 74 | 1 | 157 | 2 | 1 | 0 |
| Future Vol, veh/h | 0 | 113 | 181 | 207 | 62 | 2 | 74 | 1 | 157 | 2 | 1 | 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 |
| Heavy Vehicles, % | 0 | 5 | 11 | 8 | 7 | 0 | 12 | 0 | 12 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 157 | 251 | 288 | 86 | 3 | 103 | 1 | 218 | 3 | 1 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-----|-------|------|------|-----|
| Conflicting Flow All | 89 | 0 | 0 | 408 | 0 | 0 | 947 | 948 | 283 | 1056 | 1072 | 88 |
| Stage 1 | - | - | - | - | - | - | 283 | 283 | - | 664 | 664 | - |
| Stage 2 | - | - | - | - | - | - | 664 | 665 | - | 392 | 408 | - |
| Critical Hdwy | 4.1 | - | - | 4.18 | - | - | 6.42 | 5.7 | 5.92 | 6.7 | 6.1 | 6 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 4.7 | - | 5.7 | 5.1 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 4.7 | - | 5.7 | 5.1 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.272 | - | - | 3.608 | 4 | 3.408 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1519 | - | - | 1119 | - | - | 285 | 324 | 756 | 231 | 250 | 981 |
| Stage 1 | - | - | - | - | - | - | 748 | 725 | - | 488 | 497 | - |
| Stage 2 | - | - | - | - | - | - | 503 | 534 | - | 665 | 628 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1519 | - | - | 1119 | - | - | 224 | 236 | 756 | 129 | 182 | 981 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 224 | 236 | - | 129 | 182 | - |
| Stage 1 | - | - | - | - | - | - | 748 | 725 | - | 488 | 362 | - |
| Stage 2 | - | - | - | - | - | - | 365 | 389 | - | 472 | 628 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|------|
| HCM Control Delay, s | 0 | 7.1 | 34.9 | 30.9 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 428 | 1519 | - | - | 1119 | - | - | 143 |
| HCM Lane V/C Ratio | 0.753 | - | - | - | 0.257 | - | - | 0.029 |
| HCM Control Delay (s) | 34.9 | 0 | - | - | 9.3 | 0 | - | 30.9 |
| HCM Lane LOS | D | A | - | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 6.2 | 0 | - | - | 1 | - | - | 0.1 |

| 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 | 31 | 0 | 17 | 0 | 0 | 10 | 14 | 1237 | 2 | 5 | 1167 | 25 |
| Future Vol, veh/h | 31 | 0 | 17 | 0 | 0 | 10 | 14 | 1237 | 2 | 5 | 1167 | 25 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 67 | 0 | 40 | 0 | 0 | 88 | 33 | 6 | 50 | 25 | 7 | 50 |
| Mvmt Flow | 33 | 0 | 18 | 0 | 0 | 11 | 15 | 1302 | 2 | 5 | 1228 | 26 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1932 | 2585 | 627 | 1957 | 2597 | 652 | 1254 | 0 | 0 | 1304 | 0 | 0 |
| Stage 1 | 1251 | 1251 | - | 1333 | 1333 | - | - | - | - | - | - | - |
| Stage 2 | 681 | 1334 | - | 624 | 1264 | - | - | - | - | - | - | - |
| Critical Hdwy | 9.24 | 6.9 | 7.9 | 7.5 | 6.5 | 8.66 | 4.76 | - | - | 4.6 | - | - |
| Critical Hdwy Stg 1 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.17 | 4 | 3.7 | 3.5 | 4 | 4.18 | 2.53 | - | - | 2.45 | - | - |
| Pot Cap-1 Maneuver | *86 | *90 | *549 | *103 | *90 | *453 | *804 | - | - | *774 | - | - |
| Stage 1 | *93 | *214 | - | *165 | *225 | - | - | - | - | - | - | - |
| Stage 2 | *263 | *194 | - | *445 | *243 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *83 | *88 | *549 | *97 | *88 | *453 | *804 | - | - | *774 | - | - |
| Mov Cap-2 Maneuver | *83 | *88 | - | *97 | *88 | - | - | - | - | - | - | - |
| Stage 1 | *91 | *213 | - | *162 | *221 | - | - | - | - | - | - | - |
| Stage 2 | *252 | *190 | - | *428 | *242 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|----|
| HCM Control Delay, s | 52 | 13.1 | 0.1 | 0 |
| HCM LOS | F | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | * 804 | - | - | 83 | 549 | 453 | * 774 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.393 | 0.033 | 0.023 | 0.007 | - | - |
| HCM Control Delay (s) | 9.6 | - | - | 74.1 | 11.8 | 13.1 | 9.7 | - | - |
| HCM Lane LOS | A | - | - | F | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.6 | 0.1 | 0.1 | 0 | - | - |

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

| 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 | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 204 | 53 | 46 | 361 | 5 |
| Future Vol, veh/h | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 204 | 53 | 46 | 361 | 5 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 17 | 35 | 13 | 0 |
| Mvmt Flow | 14 | 3 | 14 | 0 | 0 | 0 | 15 | 309 | 80 | 70 | 547 | 8 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|------|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 1070 | 1110 | 551 | | | | 555 | 0 | 0 | 389 | 0 | 0 |
| Stage 1 | 691 | 691 | - | | | | - | - | - | - | - | - |
| Stage 2 | 379 | 419 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.2 | - | - | 4.45 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.29 | - | - | 2.515 | - | - |
| Pot Cap-1 Maneuver | 247 | 211 | 538 | | | | 976 | - | - | 1011 | - | - |
| Stage 1 | 501 | 449 | - | | | | - | - | - | - | - | - |
| Stage 2 | 696 | 593 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 218 | 0 | 538 | | | | 976 | - | - | 1011 | - | - |
| Mov Cap-2 Maneuver | 218 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 491 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 626 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 16.7 | 0.3 | 1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 976 | - | - | 218 | 538 | 1011 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.063 | 0.031 | 0.069 | - | - |
| HCM Control Delay (s) | 8.7 | 0 | - | 22.6 | 11.9 | 8.8 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.1 | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 19 | 213 | 0 | 0 | 389 |
| Future Vol, veh/h | 23 | 19 | 213 | 0 | 0 | 389 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 70 | 47 | 6 | 0 | 0 | 10 |
| Mvmt Flow | 31 | 25 | 284 | 0 | 0 | 519 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 803 | 284 | 0 | 0 | 284 |
| Stage 1 | 284 | - | - | - | - |
| Stage 2 | 519 | - | - | - | - |
| Critical Hdwy | 6.7 | 6.47 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.7 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.7 | - | - | - | - |
| Follow-up Hdwy | 4.13 | 3.723 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 299 | 670 | - | - | 1290 |
| Stage 1 | 651 | - | - | - | - |
| Stage 2 | 509 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 299 | 670 | - | - | 1290 |
| Mov Cap-2 Maneuver | 299 | - | - | - | - |
| Stage 1 | 651 | - | - | - | - |
| Stage 2 | 509 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 15.5 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|------|
| Capacity (veh/h) | - | - | 399 | 1290 |
| HCM Lane V/C Ratio | - | - | 0.14 | - |
| HCM Control Delay (s) | - | - | 15.5 | 0 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 252 | 20 | 8 | 230 | 41 | 44 |
| Future Vol, veh/h | 252 | 20 | 8 | 230 | 41 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 9 | 15 | 50 | 14 | 5 | 16 |
| Mvmt Flow | 371 | 29 | 12 | 338 | 60 | 65 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 400 | 0 | 748 | 386 |
| Stage 1 | - | - | - | - | 386 | - |
| Stage 2 | - | - | - | - | 362 | - |
| Critical Hdwy | - | - | 4.6 | - | 7.25 | 6.76 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.25 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.25 | - |
| Follow-up Hdwy | - | - | 2.65 | - | 3.545 | 3.444 |
| Pot Cap-1 Maneuver | - | - | 941 | - | 318 | 606 |
| Stage 1 | - | - | - | - | 625 | - |
| Stage 2 | - | - | - | - | 644 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 941 | - | 313 | 606 |
| Mov Cap-2 Maneuver | - | - | - | - | 313 | - |
| Stage 1 | - | - | - | - | 625 | - |
| Stage 2 | - | - | - | - | 634 | - |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0.3 | | 17.3 | |
| HCM LOS | | | | | C | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 417 | - | - | 941 | - | |
| HCM Lane V/C Ratio | 0.3 | - | - | 0.013 | - | |
| HCM Control Delay (s) | 17.3 | - | - | 8.9 | 0 | |
| HCM Lane LOS | C | - | - | A | A | |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0 | - | |

Intersection

Int Delay, s/veh 2.3

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 230 | 66 | 64 | 201 | 37 | 34 |
| Future Vol, veh/h | 230 | 66 | 64 | 201 | 37 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 6 | 18 | 5 | 18 | 16 | 21 |
| Mvmt Flow | 267 | 77 | 74 | 234 | 43 | 40 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 344 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.15 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.245 |
| Pot Cap-1 Maneuver | - | - | 1198 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1198 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 2 | 12.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 556 | - | - | 1198 | - |
| HCM Lane V/C Ratio | 0.148 | - | - | 0.062 | - |
| HCM Control Delay (s) | 12.6 | - | - | 8.2 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.2 | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 185 | 506 | 86 | 80 | 575 | 90 | 150 | 160 | 101 | 153 | 164 | 170 |
| Future Volume (vph) | 185 | 506 | 86 | 80 | 575 | 90 | 150 | 160 | 101 | 153 | 164 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.942 | | | | 0.924 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1646 | 1766 | 1516 | 1752 | 1810 | 1568 | 1919 | 1722 | 0 | 1847 | 1754 | 0 |
| Fl _t Permitted | 0.111 | | | 0.255 | | | 0.253 | | | 0.283 | | |
| Satd. Flow (perm) | 192 | 1766 | 1516 | 470 | 1810 | 1568 | 511 | 1722 | 0 | 550 | 1754 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | 165 | | 27 | | | | 44 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | | | | | | | | | 1 | 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 (%) | 6% | 4% | 3% | 3% | 5% | 3% | 5% | 5% | 4% | 3% | 6% | 5% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 191 | 522 | 89 | 82 | 593 | 93 | 155 | 269 | 0 | 158 | 344 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 20.0 | | 15.0 | 20.0 | |
| Total Split (%) | 15.2% | 40.4% | 15.2% | 15.2% | 40.4% | 15.2% | 15.2% | 20.2% | | 15.2% | 20.2% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 14.0 | | 9.0 | 14.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 1 | | | 1 | |
| Act Effct Green (s) | 43.1 | 36.6 | 50.5 | 37.9 | 31.7 | 45.7 | 24.2 | 15.8 | | 24.5 | 16.0 | |
| Actuated g/C Ratio | 0.48 | 0.40 | 0.56 | 0.42 | 0.35 | 0.51 | 0.27 | 0.17 | | 0.27 | 0.18 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 9% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

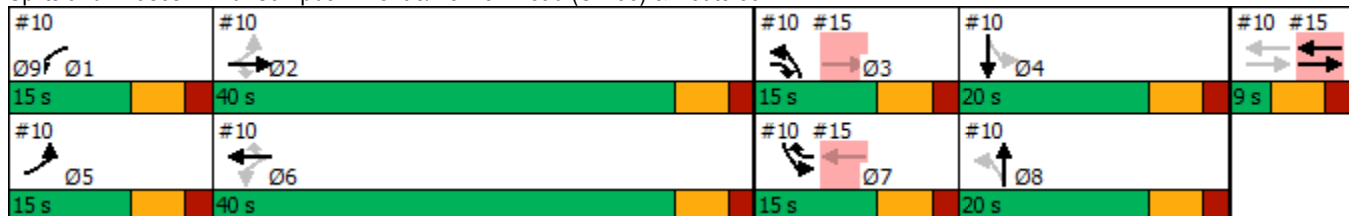


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| v/c Ratio | 0.80 | 0.73 | 0.10 | 0.28 | 0.94 | 0.11 | 0.58 | 0.83 | | 0.59 | 0.99 | |
| Control Delay | 46.1 | 32.1 | 0.2 | 15.7 | 52.6 | 0.2 | 32.8 | 55.7 | | 33.0 | 82.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 46.1 | 32.1 | 0.2 | 15.7 | 52.6 | 0.2 | 32.8 | 55.7 | | 33.0 | 82.0 | |
| LOS | D | C | A | B | D | A | C | E | | C | F | |
| Approach Delay | | 31.9 | | | 42.3 | | | 47.3 | | | 66.6 | |
| Approach LOS | | C | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 57 | 246 | 0 | 21 | 306 | 0 | 64 | 138 | | 66 | ~204 | |
| Queue Length 95th (ft) | #238 | #478 | 0 | 62 | #575 | 0 | 125 | 249 | | 128 | #350 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 238 | 717 | 932 | 338 | 699 | 884 | 283 | 324 | | 283 | 346 | |
| 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 | 0.80 | 0.73 | 0.10 | 0.24 | 0.85 | 0.11 | 0.55 | 0.83 | | 0.56 | 0.99 | |

Intersection Summary

Area Type: Other
 Cycle Length: 99
 Actuated Cycle Length: 90.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 44.7
 Intersection LOS: D
 Intersection Capacity Utilization 87.9%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 414 | 371 | 67 | 128 | 320 | 384 | 56 | 432 | 148 | 366 | 488 | 511 |
| Future Volume (vph) | 414 | 371 | 67 | 128 | 320 | 384 | 56 | 432 | 148 | 366 | 488 | 511 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.98 | 1.00 | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.962 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1758 | 1808 | 1457 | 1829 | 1828 | 1398 | 1626 | 3279 | 0 | 1703 | 1739 | 1463 |
| Fl _t Permitted | 0.122 | | | 0.445 | | | 0.100 | | | 0.242 | | |
| Satd. Flow (perm) | 226 | 1808 | 1424 | 856 | 1828 | 1398 | 171 | 3279 | 0 | 433 | 1739 | 1463 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 23 | | | | 304 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 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 (%) | 4% | 3% | 5% | 3% | 5% | 5% | 10% | 4% | 5% | 6% | 2% | 3% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 427 | 382 | 69 | 132 | 330 | 396 | 58 | 598 | 0 | 377 | 503 | 527 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 1 | | | 1 | | | 2 | | | 2 | |
| Act Effct Green (s) | 62.8 | 49.3 | 71.5 | 38.8 | 30.3 | 57.8 | 64.4 | 40.2 | | 69.9 | 45.5 | 75.6 |
| Actuated g/C Ratio | 0.41 | 0.32 | 0.47 | 0.26 | 0.20 | 0.38 | 0.42 | 0.26 | | 0.46 | 0.30 | 0.50 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

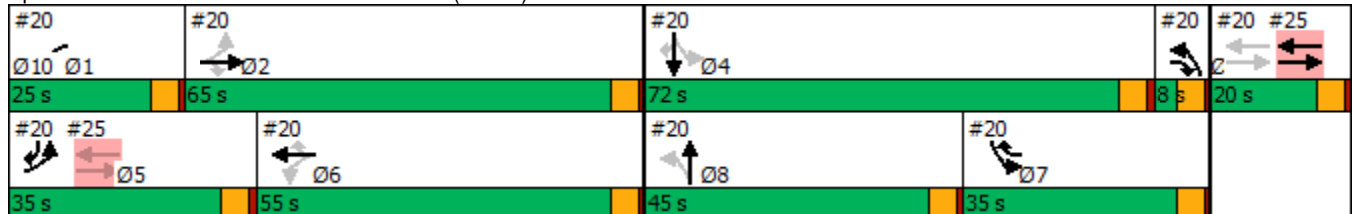


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|------|------|------|------|-----|------|------|------|
| v/c Ratio | 1.08 | 0.65 | 0.09 | 0.46 | 0.90 | 0.74 | 0.19 | 0.68 | | 0.84 | 0.97 | 0.60 |
| Control Delay | 109.5 | 48.2 | 1.7 | 36.5 | 83.0 | 31.2 | 40.0 | 53.4 | | 63.8 | 82.9 | 7.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 |
| Total Delay | 109.5 | 48.2 | 1.7 | 36.5 | 83.0 | 31.2 | 40.0 | 53.4 | | 63.8 | 83.1 | 7.8 |
| LOS | F | D | A | D | F | C | D | D | | E | F | A |
| Approach Delay | | 74.3 | | | 51.9 | | | 52.2 | | | 49.7 | |
| Approach LOS | | E | | | D | | | D | | | D | |
| Queue Length 50th (ft) | ~409 | 317 | 0 | 78 | 319 | 169 | 30 | 273 | | 241 | ~563 | 69 |
| Queue Length 95th (ft) | #753 | 356 | 11 | 152 | 299 | 284 | #99 | 396 | | #483 | 633 | 117 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 397 | 749 | 728 | 398 | 637 | 532 | 310 | 885 | | 451 | 771 | 881 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 23 | 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 | 1.08 | 0.51 | 0.09 | 0.33 | 0.52 | 0.74 | 0.19 | 0.68 | | 0.84 | 0.67 | 0.60 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 151.7
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 56.3
 Intersection LOS: E
 Intersection Capacity Utilization 102.6%
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 261 | 3 | 277 | 0 | 0 | 0 | 0 | 635 | 666 | 420 | 1098 | 0 |
| Future Volume (vph) | 261 | 3 | 277 | 0 | 0 | 0 | 0 | 635 | 666 | 420 | 1098 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | | | 0.99 | 1.00 | | |
| Fr _t | | | 0.850 | | | | | | | 0.850 | | |
| Fl _t Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1551 | 1472 | 0 | 0 | 0 | 0 | 3183 | 1632 | 3485 | 3558 | 0 |
| Fl _t Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1551 | 1472 | 0 | 0 | 0 | 0 | 3183 | 1610 | 3481 | 3558 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 503 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | | 505 |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | | 11.5 |
| 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 (%) | 14% | 0% | 7% | 0% | 0% | 0% | 0% | 8% | 4% | 3% | 4% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 267 | 280 | 0 | 0 | 0 | 0 | 641 | 673 | 424 | 1109 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | | | | | 20.0 | 20.0 | 21.0 | 41.0 | |
| Total Split (%) | 45.3% | 45.3% | 45.3% | | | | | 26.7% | 26.7% | 28.0% | 54.7% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | | | | | 15.0 | 15.0 | 16.0 | 36.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 17.8 | 17.8 | | | | | 28.9 | 28.9 | 13.3 | 47.2 | |
| Actuated g/C Ratio | | 0.24 | 0.24 | | | | | 0.39 | 0.39 | 0.18 | 0.63 | |
| v/c Ratio | | 0.73 | 0.66 | | | | | 0.52 | 0.72 | 0.68 | 0.49 | |
| Control Delay | | 37.3 | 22.8 | | | | | 16.6 | 11.3 | 31.7 | 3.2 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |

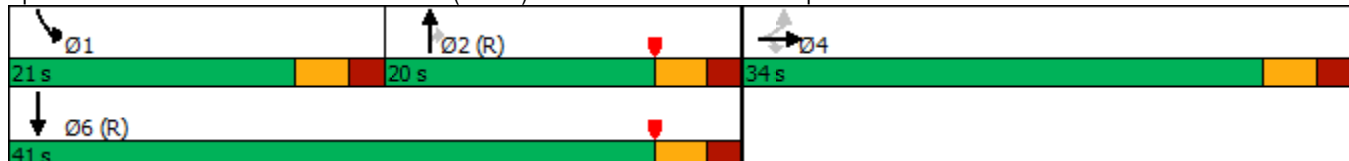





















| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|-----|-----|-----|-----|------|------|------|------|-----|
| Total Delay | | 37.3 | 22.8 | | | | | 16.6 | 11.3 | 31.7 | 3.2 | |
| LOS | | D | C | | | | | B | B | C | A | |
| Approach Delay | | 29.9 | | | | | | 13.9 | | | 11.1 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Queue Length 50th (ft) | | 115 | 73 | | | | | 119 | 110 | 77 | 0 | |
| Queue Length 95th (ft) | | 168 | 131 | | | | | #218 | #261 | 132 | 191 | |
| Internal Link Dist (ft) | | 866 | | | 320 | | | 124 | | | 425 | |
| Turn Bay Length (ft) | | | | | | | | | 80 | 150 | | |
| Base Capacity (vph) | | 599 | 631 | | | | | 1226 | 929 | 743 | 2241 | |
| 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 | | 0.45 | 0.44 | | | | | 0.52 | 0.72 | 0.57 | 0.49 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 15.2
 Intersection LOS: B
 Intersection Capacity Utilization 80.4%
 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: 30: North Airmont Road (CR 89) & I-87 SB/I-287 EB Off-Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  |  |
| Traffic Volume (veh/h) | 261 | 3 | 277 | 0 | 0 | 0 | 0 | 635 | 666 | 420 | 1098 | 0 |
| Future Volume (veh/h) | 261 | 3 | 277 | 0 | 0 | 0 | 0 | 635 | 666 | 420 | 1098 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1545 | 1753 | 1649 | | | | 0 | 1728 | 1859 | 2052 | 2037 | 0 |
| Adj Flow Rate, veh/h | 264 | 3 | 280 | | | | 0 | 641 | 0 | 424 | 1109 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 14 | 0 | 7 | | | | 0 | 8 | 4 | 3 | 4 | 0 |
| Cap, veh/h | 385 | 4 | 326 | | | | 0 | 1393 | | 542 | 2452 | 0 |
| Arrive On Green | 0.23 | 0.23 | 0.23 | | | | 0.00 | 0.71 | 0.00 | 0.14 | 0.63 | 0.00 |
| Sat Flow, veh/h | 1651 | 19 | 1397 | | | | 0 | 3370 | 1576 | 3791 | 3971 | 0 |
| Grp Volume(v), veh/h | 267 | 0 | 280 | | | | 0 | 641 | 0 | 424 | 1109 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 0 | 1397 | | | | 0 | 1642 | 1576 | 1895 | 1935 | 0 |
| Q Serve(g_s), s | 10.9 | 0.0 | 14.4 | | | | 0.0 | 6.3 | 0.0 | 8.1 | 11.0 | 0.0 |
| Cycle Q Clear(g_c), s | 10.9 | 0.0 | 14.4 | | | | 0.0 | 6.3 | 0.0 | 8.1 | 11.0 | 0.0 |
| Prop In Lane | 0.99 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 389 | 0 | 326 | | | | 0 | 1393 | | 542 | 2452 | 0 |
| V/C Ratio(X) | 0.69 | 0.00 | 0.86 | | | | 0.00 | 0.46 | | 0.78 | 0.45 | 0.00 |
| Avail Cap(c_a), veh/h | 646 | 0 | 540 | | | | 0 | 1393 | | 809 | 2452 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.61 | 0.61 | 0.00 |
| Uniform Delay (d), s/veh | 26.3 | 0.0 | 27.6 | | | | 0.0 | 7.2 | 0.0 | 31.0 | 7.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 3.6 | | | | 0.0 | 1.1 | 0.0 | 0.9 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.6 | 0.0 | 8.6 | | | | 0.0 | 3.3 | 0.0 | 6.1 | 6.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.1 | 0.0 | 31.2 | | | | 0.0 | 8.3 | 0.0 | 31.9 | 7.4 | 0.0 |
| LnGrp LOS | C | A | C | | | | A | A | | C | A | A |
| Approach Vol, veh/h | | 547 | | | | | | 641 | | | 1533 | |
| Approach Delay, s/veh | | 29.2 | | | | | | 8.3 | | | 14.2 | |
| Approach LOS | | C | | | | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | 4 | 6 | | | | | | | | |
| Phs Duration (G+Y+Rc), s | 15.7 | 36.8 | 22.5 | 52.5 | | | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | | | | | | | | |
| Max Green Setting (Gmax), s | 16.0 | 15.0 | 29.0 | 36.0 | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | 10.1 | 0.0 | 16.4 | 0.0 | | | | | | | | |
| Green Ext Time (p_c), s | 0.6 | 0.0 | 1.1 | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 15.8 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 752 | 2 | 434 | 343 | 553 | 0 | 0 | 766 | 398 |
| Future Volume (vph) | 0 | 0 | 0 | 752 | 2 | 434 | 343 | 553 | 0 | 0 | 766 | 398 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.97 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.953 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 1488 | 3064 | 0 | 0 | 3593 | 1548 |
| Fl _t Permitted | | | | 0.950 | 0.953 | | 0.159 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 249 | 3064 | 0 | 0 | 3593 | 1506 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 235 | | | | | | 397 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 2% | 12% | 5% | 0% | 0% | 4% | 8% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 383 | 386 | 443 | 350 | 564 | 0 | 0 | 782 | 406 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 34.0 | 34.0 | 34.0 | 20.0 | 41.0 | | | 21.0 | 21.0 |
| Total Split (%) | | | | 45.3% | 45.3% | 45.3% | 26.7% | 54.7% | | | 28.0% | 28.0% |
| Maximum Green (s) | | | | 29.0 | 29.0 | 29.0 | 15.0 | 36.0 | | | 16.0 | 16.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 22.7 | 22.7 | 22.7 | 42.3 | 42.3 | | | 22.8 | 22.8 |
| Actuated g/C Ratio | | | | 0.30 | 0.30 | 0.30 | 0.56 | 0.56 | | | 0.30 | 0.30 |
| v/c Ratio | | | | 0.76 | 0.76 | 0.69 | 0.92 | 0.33 | | | 0.71 | 0.55 |
| Control Delay | | | | 33.2 | 33.4 | 15.5 | 43.8 | 4.0 | | | 37.5 | 17.1 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 63 | 0 | 30 | 26 | 0 | 27 | 38 | 1161 | 32 | 30 | 1309 | 11 |
| Future Volume (vph) | 63 | 0 | 30 | 26 | 0 | 27 | 38 | 1161 | 32 | 30 | 1309 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.956 | | | 0.931 | | | 0.996 | | | 0.999 | |
| Flt Protected | | 0.967 | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1778 | 0 | 0 | 1842 | 0 | 1589 | 3314 | 0 | 1718 | 3420 | 0 |
| Flt Permitted | | 0.831 | | | 0.856 | | 0.120 | | | 0.171 | | |
| Satd. Flow (perm) | 0 | 1528 | 0 | 0 | 1615 | 0 | 201 | 3314 | 0 | 309 | 3420 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 73 | | | 73 | | | 5 | | | | 1 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | | 427 |
| Travel Time (s) | | 4.1 | | | 10.5 | | | 4.2 | | | | 9.7 |
| 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 (%) | 6% | 0% | 4% | 0% | 0% | 0% | 6% | 5% | 0% | 0% | 4% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 101 | 0 | 0 | 57 | 0 | 41 | 1297 | 0 | 33 | 1435 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | | | 13.0 | 13.0 | | | 13.0 | | | 13.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 11.2 | | | 11.2 | | 57.0 | 53.8 | | 56.2 | 51.0 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.76 | 0.72 | | 0.75 | 0.68 | |
| v/c Ratio | | 0.35 | | | 0.19 | | 0.12 | 0.55 | | 0.08 | 0.62 | |
| Control Delay | | 14.7 | | | 6.8 | | 3.8 | 9.4 | | 3.7 | 8.6 | |



















| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 14.7 | | | 6.8 | | 3.8 | 9.4 | | 3.7 | 8.6 | |
| LOS | | B | | | A | | A | A | | A | A | |
| Approach Delay | | 14.7 | | | 6.8 | | | 9.2 | | | 8.5 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | | 12 | | | 0 | | 4 | 93 | | 3 | 142 | |
| Queue Length 95th (ft) | | 50 | | | 22 | | 12 | 316 | | m9 | 202 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 461 | | | 484 | | 357 | 2378 | | 440 | 2326 | |
| 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 | | 0.11 | 0.55 | | 0.07 | 0.62 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 9.0
 Intersection LOS: A
 Intersection Capacity Utilization 51.5%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: North Airmont Road (CR 89) & North DeBaun Avenue



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  | |
| Traffic Volume (veh/h) | 63 | 0 | 30 | 26 | 0 | 27 | 38 | 1161 | 32 | 30 | 1309 | 11 |
| Future Volume (veh/h) | 63 | 0 | 30 | 26 | 0 | 27 | 38 | 1161 | 32 | 30 | 1309 | 11 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1884 | 1976 | 1914 | 1976 | 1976 | 1976 | 1811 | 1826 | 1900 | 2057 | 1997 | 2057 |
| Adj Flow Rate, veh/h | 68 | 0 | 33 | 28 | 0 | 29 | 41 | 1262 | 35 | 33 | 1423 | 12 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 4 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 4 | 0 |
| Cap, veh/h | 203 | 16 | 67 | 155 | 24 | 110 | 457 | 2225 | 62 | 432 | 2449 | 21 |
| Arrive On Green | 0.13 | 0.00 | 0.13 | 0.13 | 0.00 | 0.13 | 0.08 | 0.65 | 0.65 | 0.13 | 1.00 | 1.00 |
| Sat Flow, veh/h | 954 | 126 | 524 | 647 | 184 | 860 | 1725 | 3448 | 96 | 1959 | 3856 | 33 |
| Grp Volume(v), veh/h | 101 | 0 | 0 | 57 | 0 | 0 | 41 | 635 | 662 | 33 | 700 | 735 |
| Grp Sat Flow(s),veh/h/ln | 1604 | 0 | 0 | 1691 | 0 | 0 | 1725 | 1735 | 1809 | 1959 | 1897 | 1991 |
| Q Serve(g_s), s | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 15.3 | 15.4 | 0.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.5 | 15.3 | 15.4 | 0.4 | 0.0 | 0.0 |
| Prop In Lane | 0.67 | | 0.33 | 0.49 | | 0.51 | 1.00 | | 0.05 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 286 | 0 | 0 | 289 | 0 | 0 | 457 | 1119 | 1167 | 432 | 1205 | 1265 |
| V/C Ratio(X) | 0.35 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.09 | 0.57 | 0.57 | 0.08 | 0.58 | 0.58 |
| Avail Cap(c_a), veh/h | 497 | 0 | 0 | 504 | 0 | 0 | 578 | 1119 | 1167 | 589 | 1205 | 1265 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.2 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 3.2 | 7.4 | 7.4 | 4.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.7 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.3 | 2.1 | 2.0 | 0.3 | 2.0 | 2.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.3 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.3 | 8.9 | 9.1 | 0.2 | 1.2 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.8 | 0.0 | 0.0 | 30.6 | 0.0 | 0.0 | 3.5 | 9.5 | 9.4 | 4.8 | 2.0 | 2.0 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 101 | | | 57 | | | 1338 | | | 1468 | |
| Approach Delay, s/veh | | 32.8 | | | 30.6 | | | 9.3 | | | 2.1 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 52.4 | | 13.6 | 9.7 | 51.6 | | 13.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.4 | 17.4 | | 6.1 | 2.5 | 2.0 | | 4.1 | | | | |
| Green Ext Time (p_c), s | 0.1 | 12.3 | | 0.8 | 0.1 | 24.3 | | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 6.9 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 100 | 3 | 226 | 66 | 22 | 52 | 270 | 727 | 38 | 27 | 831 | 101 |
| Future Volume (vph) | 100 | 3 | 226 | 66 | 22 | 52 | 270 | 727 | 38 | 27 | 831 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.993 | | | 0.984 | |
| Flt Protected | | 0.954 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1661 | 1433 | 1762 | 1723 | 1553 | 1710 | 3357 | 0 | 1745 | 3547 | 0 |
| Flt Permitted | | 0.715 | | 0.687 | | | 0.160 | | | 0.348 | | |
| Satd. Flow (perm) | 0 | 1245 | 1433 | 1274 | 1723 | 1553 | 288 | 3357 | 0 | 639 | 3547 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 52 | | | 102 | | 8 | | | 20 | |
| Link Speed (mph) | | 30 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | 587 | |
| Travel Time (s) | | 15.5 | | | 12.2 | | | 17.8 | | | 13.3 | |
| 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 (%) | 6% | 0% | 2% | 2% | 6% | 0% | 1% | 6% | 0% | 9% | 6% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 108 | 238 | 69 | 23 | 55 | 284 | 805 | 0 | 28 | 981 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 12.7 | 31.2 | 12.7 | 12.7 | 12.7 | 55.3 | 51.7 | | 39.9 | 33.8 | |
| Actuated g/C Ratio | | 0.17 | 0.42 | 0.17 | 0.17 | 0.17 | 0.74 | 0.69 | | 0.53 | 0.45 | |
| v/c Ratio | | 0.51 | 0.38 | 0.32 | 0.08 | 0.16 | 0.54 | 0.35 | | 0.07 | 0.61 | |
| Control Delay | | 36.6 | 12.4 | 30.5 | 25.1 | 2.5 | 10.7 | 8.7 | | 6.0 | 18.6 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 36.6 | 12.4 | 30.5 | 25.1 | 2.5 | 10.7 | 8.7 | | 6.0 | 18.6 | |
| LOS | | D | B | C | C | A | B | A | | A | B | |

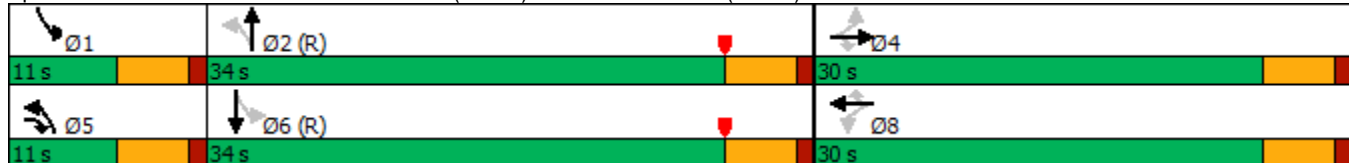

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|-----|------|
| Approach Delay | | 19.9 | | | 19.2 | | | 9.2 | | | | 18.2 |
| Approach LOS | | B | | | B | | | A | | | | B |
| Queue Length 50th (ft) | | 47 | 55 | 29 | 9 | 0 | 36 | 55 | | 3 | | 174 |
| Queue Length 95th (ft) | | 87 | 97 | 60 | 26 | 9 | 97 | 220 | | 12 | | 261 |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | | 507 |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 415 | 627 | 424 | 574 | 585 | 526 | 2316 | | 432 | | 1607 |
| 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 | | 0.26 | 0.38 | 0.16 | 0.04 | 0.09 | 0.54 | 0.35 | | 0.06 | | 0.61 |

Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 75 |
| Actuated Cycle Length: | 75 |
| Offset: | 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.61 |
| Intersection Signal Delay: | 14.7 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 66.0% |
| ICU Level of Service: | C |
| Analysis Period (min): | 15 |

Splits and Phases: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 100 | 3 | 226 | 66 | 22 | 52 | 270 | 727 | 38 | 27 | 831 | 101 |
| Future Volume (veh/h) | 100 | 3 | 226 | 66 | 22 | 52 | 270 | 727 | 38 | 27 | 831 | 101 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1599 | 1688 | 1658 | 2106 | 2046 | 2136 | 1862 | 1788 | 1876 | 1999 | 2046 | 2027 |
| Adj Flow Rate, veh/h | 105 | 3 | 238 | 69 | 23 | 55 | 284 | 765 | 40 | 28 | 875 | 106 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 2 | 2 | 6 | 0 | 1 | 6 | 0 | 9 | 6 | 2 |
| Cap, veh/h | 315 | 8 | 378 | 432 | 386 | 342 | 452 | 1910 | 100 | 536 | 1855 | 225 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.16 | 1.00 | 1.00 | 0.03 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1167 | 40 | 1405 | 1592 | 2046 | 1810 | 1773 | 3283 | 172 | 1904 | 3491 | 423 |
| Grp Volume(v), veh/h | 108 | 0 | 238 | 69 | 23 | 55 | 284 | 396 | 409 | 28 | 487 | 494 |
| Grp Sat Flow(s),veh/h/ln | 1207 | 0 | 1405 | 1592 | 2046 | 1810 | 1773 | 1698 | 1757 | 1904 | 1944 | 1970 |
| Q Serve(g_s), s | 5.7 | 0.0 | 11.2 | 0.0 | 0.7 | 1.9 | 6.0 | 0.0 | 0.0 | 0.5 | 11.8 | 11.8 |
| Cycle Q Clear(g_c), s | 6.4 | 0.0 | 11.2 | 2.2 | 0.7 | 1.9 | 6.0 | 0.0 | 0.0 | 0.5 | 11.8 | 11.8 |
| Prop In Lane | 0.97 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 0.21 |
| Lane Grp Cap(c), veh/h | 322 | 0 | 378 | 432 | 386 | 342 | 452 | 988 | 1022 | 536 | 1033 | 1047 |
| V/C Ratio(X) | 0.33 | 0.00 | 0.63 | 0.16 | 0.06 | 0.16 | 0.63 | 0.40 | 0.40 | 0.05 | 0.47 | 0.47 |
| Avail Cap(c_a), veh/h | 505 | 0 | 581 | 662 | 682 | 603 | 452 | 988 | 1022 | 632 | 1033 | 1047 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.5 | 0.0 | 24.1 | 25.6 | 25.0 | 25.5 | 7.8 | 0.0 | 0.0 | 7.3 | 11.0 | 11.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 1.7 | 0.2 | 0.1 | 0.2 | 2.4 | 1.1 | 1.0 | 0.0 | 1.5 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.1 | 0.0 | 6.8 | 1.9 | 0.6 | 1.5 | 3.2 | 0.5 | 0.5 | 0.3 | 8.5 | 8.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.1 | 0.0 | 25.9 | 25.7 | 25.0 | 25.7 | 10.3 | 1.1 | 1.0 | 7.4 | 12.5 | 12.5 |
| LnGrp LOS | C | A | C | C | C | C | B | A | A | A | B | B |
| Approach Vol, veh/h | | 346 | | | 147 | | | 1089 | | | 1009 | |
| Approach Delay, s/veh | | 26.6 | | | 25.6 | | | 3.4 | | | 12.4 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.2 | 48.6 | | 19.2 | 11.0 | 44.8 | | 19.2 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 2.0 | | 13.2 | 8.0 | 13.8 | | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.9 | | 1.0 | 0.0 | 3.3 | | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.3 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 11 | 429 | 6 | 2 | 466 |
| Future Vol, veh/h | 21 | 11 | 429 | 6 | 2 | 466 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 6 |
| Mvmt Flow | 25 | 13 | 517 | 7 | 2 | 561 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1086 | 521 | 0 | 0 | 524 |
| Stage 1 | 521 | - | - | - | - |
| Stage 2 | 565 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 391 | 628 | - | - | 1053 |
| Stage 1 | 756 | - | - | - | - |
| Stage 2 | 736 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 390 | 628 | - | - | 1053 |
| Mov Cap-2 Maneuver | 390 | - | - | - | - |
| Stage 1 | 756 | - | - | - | - |
| Stage 2 | 734 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.8 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 448 | 1053 |
| HCM Lane V/C Ratio | - | - | 0.086 | 0.002 |
| HCM Control Delay (s) | - | - | 13.8 | 8.4 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

Intersection

Int Delay, s/veh 2.6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | ↔ |
| Traffic Vol, veh/h | 743 | 17 | 164 | 723 | 22 | 109 |
| Future Vol, veh/h | 743 | 17 | 164 | 723 | 22 | 109 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 4 | 7 | 6 | 4 | 0 | 7 |
| Mvmt Flow | 790 | 18 | 174 | 769 | 23 | 116 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 808 | 0 | 1916 |
| Stage 1 | - | - | - | - | 799 |
| Stage 2 | - | - | - | - | 1117 |
| Critical Hdwy | - | - | 4.16 | - | 5.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.6 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.6 |
| Follow-up Hdwy | - | - | 2.254 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 800 | - | 115 |
| Stage 1 | - | - | - | - | 533 |
| Stage 2 | - | - | - | - | 405 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 800 | - | 90 |
| Mov Cap-2 Maneuver | - | - | - | - | 219 |
| Stage 1 | - | - | - | - | 533 |
| Stage 2 | - | - | - | - | 317 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 2 | 21.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 360 | - | - | 800 | - |
| HCM Lane V/C Ratio | 0.387 | - | - | 0.218 | - |
| HCM Control Delay (s) | 21.2 | - | - | 10.8 | - |
| HCM Lane LOS | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 0.8 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 12.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 66 | 116 | 169 | 123 | 6 | 148 | 8 | 193 | 3 | 4 | 3 |
| Future Vol, veh/h | 0 | 66 | 116 | 169 | 123 | 6 | 148 | 8 | 193 | 3 | 4 | 3 |
| 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 11 | 5 | 7 | 8 | 17 | 4 | 0 | 6 | 0 | 25 | 0 |
| Mvmt Flow | 0 | 74 | 130 | 190 | 138 | 7 | 166 | 9 | 217 | 3 | 4 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-------|-----|
| Conflicting Flow All | 145 | 0 | 0 | 204 | 0 | 0 | 664 | 664 | 139 | 774 | 726 | 142 |
| Stage 1 | - | - | - | - | - | - | 139 | 139 | - | 522 | 522 | - |
| Stage 2 | - | - | - | - | - | - | 525 | 525 | - | 252 | 204 | - |
| Critical Hdwy | 4.1 | - | - | 4.17 | - | - | 6.34 | 5.7 | 5.86 | 6.7 | 6.35 | 6 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.34 | 4.7 | - | 5.7 | 5.35 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.34 | 4.7 | - | 5.7 | 5.35 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.263 | - | - | 3.536 | 4 | 3.354 | 3.5 | 4.225 | 3.3 |
| Pot Cap-1 Maneuver | 1450 | - | - | 1338 | - | - | 430 | 445 | 913 | 347 | 352 | 918 |
| Stage 1 | - | - | - | - | - | - | 886 | 810 | - | 574 | 525 | - |
| Stage 2 | - | - | - | - | - | - | 598 | 599 | - | 778 | 708 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1450 | - | - | 1338 | - | - | 373 | 376 | 913 | 229 | 297 | 918 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 373 | 376 | - | 229 | 297 | - |
| Stage 1 | - | - | - | - | - | - | 886 | 810 | - | 574 | 444 | - |
| Stage 2 | - | - | - | - | - | - | 498 | 506 | - | 587 | 708 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 4.6 | | | 25.7 | | | 16.1 | | |
| HCM LOS | | | | | | | D | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 554 | 1450 | - | - | 1338 | - | - | 335 |
| HCM Lane V/C Ratio | 0.708 | - | - | - | 0.142 | - | - | 0.034 |
| HCM Control Delay (s) | 25.7 | 0 | - | - | 8.1 | 0 | - | 16.1 |
| HCM Lane LOS | D | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 5.7 | 0 | - | - | 0.5 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 51 | 0 | 39 | 0 | 0 | 15 | 14 | 1235 | 2 | 3 | 1311 | 60 |
| Future Vol, veh/h | 51 | 0 | 39 | 0 | 0 | 15 | 14 | 1235 | 2 | 3 | 1311 | 60 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 22 | 0 | 12 | 0 | 0 | 31 | 17 | 6 | 50 | 100 | 4 | 34 |
| Mvmt Flow | 56 | 0 | 43 | 0 | 0 | 16 | 15 | 1357 | 2 | 3 | 1441 | 66 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2189 | 2869 | 754 | 2115 | 2901 | 680 | 1507 | 0 | 0 | 1359 | 0 | 0 |
| Stage 1 | 1480 | 1480 | - | 1388 | 1388 | - | - | - | - | - | - | - |
| Stage 2 | 709 | 1389 | - | 727 | 1513 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.34 | 6.9 | 7.34 | 7.5 | 6.5 | 7.52 | 4.44 | - | - | 6.1 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.72 | 4 | 3.42 | 3.5 | 4 | 3.61 | 2.37 | - | - | 3.2 | - | - |
| Pot Cap-1 Maneuver | *97 | 8 | *513 | *103 | 6 | *525 | *742 | - | - | *592 | - | - |
| Stage 1 | *92 | 162 | - | *153 | 212 | - | - | - | - | - | - | - |
| Stage 2 | *322 | 181 | - | *386 | 184 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *92 | 8 | *513 | *92 | 6 | *525 | *742 | - | - | *592 | - | - |
| Mov Cap-2 Maneuver | *92 | 8 | - | *92 | 6 | - | - | - | - | - | - | - |
| Stage 1 | *90 | 161 | - | *150 | 208 | - | - | - | - | - | - | - |
| Stage 2 | *306 | 177 | - | *352 | 183 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 57.7 | 12.1 | 0.1 | 0 |
| HCM LOS | F | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | * 742 | - | - | 92 | 513 | 525 | * 592 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | - | 0.609 | 0.084 | 0.031 | 0.006 | - | - |
| HCM Control Delay (s) | 10 | - | - | 92.1 | 12.7 | 12.1 | 11.1 | - | - |
| HCM Lane LOS | A | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 2.9 | 0.3 | 0.1 | 0 | - | - |

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

| 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 | 22 | 2 | 6 | 0 | 0 | 0 | 11 | 293 | 26 | 28 | 276 | 14 |
| Future Vol, veh/h | 22 | 2 | 6 | 0 | 0 | 0 | 11 | 293 | 26 | 28 | 276 | 14 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 18 | 5 | 0 |
| Mvmt Flow | 26 | 2 | 7 | 0 | 0 | 0 | 13 | 341 | 30 | 33 | 321 | 16 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|-----|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 777 | 792 | 329 | | | | 337 | 0 | 0 | 371 | 0 | 0 |
| Stage 1 | 395 | 395 | - | | | | - | - | - | - | - | - |
| Stage 2 | 382 | 397 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.1 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.2 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | 368 | 324 | 717 | | | | 1234 | - | - | 1105 | - | - |
| Stage 1 | 685 | 608 | - | | | | - | - | - | - | - | - |
| Stage 2 | 694 | 607 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 350 | 0 | 717 | | | | 1234 | - | - | 1105 | - | - |
| Mov Cap-2 Maneuver | 350 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 676 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 668 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|-----|
| HCM Control Delay, s | 14.5 | 0.3 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1234 | - | - | 350 | 717 | 1105 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.073 | 0.013 | 0.029 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | - | 16.1 | 10.1 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 34 | 315 | 0 | 0 | 289 |
| Future Vol, veh/h | 29 | 34 | 315 | 0 | 0 | 289 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 18 | 6 | 0 | 0 | 7 |
| Mvmt Flow | 33 | 39 | 358 | 0 | 0 | 328 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 686 | 358 | 0 | 0 | 358 | 0 |
| Stage 1 | 358 | - | - | - | - | - |
| Stage 2 | 328 | - | - | - | - | - |
| Critical Hdwy | 6 | 6.18 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.462 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 449 | 665 | - | - | 1212 | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 762 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 449 | 665 | - | - | 1212 | - |
| Mov Cap-2 Maneuver | 449 | - | - | - | - | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 762 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 12.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 544 | 1212 |
| HCM Lane V/C Ratio | - | - | 0.132 | - |
| HCM Control Delay (s) | - | - | 12.6 | 0 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

Intersection

Int Delay, s/veh 1.6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 240 | 22 | 23 | 262 | 36 | 21 |
| Future Vol, veh/h | 240 | 22 | 23 | 262 | 36 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 8 | 5 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 270 | 25 | 26 | 294 | 40 | 24 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 295 | 0 | 629 |
| Stage 1 | - | - | - | - | 283 |
| Stage 2 | - | - | - | - | 346 |
| Critical Hdwy | - | - | 4.1 | - | 7.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.2 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.2 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1278 | - | 391 |
| Stage 1 | - | - | - | - | 723 |
| Stage 2 | - | - | - | - | 667 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1278 | - | 382 |
| Mov Cap-2 Maneuver | - | - | - | - | 382 |
| Stage 1 | - | - | - | - | 723 |
| Stage 2 | - | - | - | - | 651 |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 0.6 | 14 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 464 | - | - | 1278 | - |
| HCM Lane V/C Ratio | 0.138 | - | - | 0.02 | - |
| HCM Control Delay (s) | 14 | - | - | 7.9 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.1 | - |

Intersection

Int Delay, s/veh 2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 238 | 23 | 16 | 240 | 45 | 51 |
| Future Vol, veh/h | 238 | 23 | 16 | 240 | 45 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 7 | 4 | 31 | 5 | 13 | 4 |
| Mvmt Flow | 270 | 26 | 18 | 273 | 51 | 58 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 296 | 0 | 592 |
| Stage 1 | - | - | - | - | 283 |
| Stage 2 | - | - | - | - | 309 |
| Critical Hdwy | - | - | 4.41 | - | 5.33 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.33 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.33 |
| Follow-up Hdwy | - | - | 2.479 | - | 3.617 |
| Pot Cap-1 Maneuver | - | - | 1117 | - | 550 |
| Stage 1 | - | - | - | - | 814 |
| Stage 2 | - | - | - | - | 798 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1117 | - | 540 |
| Mov Cap-2 Maneuver | - | - | - | - | 540 |
| Stage 1 | - | - | - | - | 814 |
| Stage 2 | - | - | - | - | 783 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.5 | 11.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 648 | - | - | 1117 | - |
| HCM Lane V/C Ratio | 0.168 | - | - | 0.016 | - |
| HCM Control Delay (s) | 11.7 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 185 | 491 | 47 | 129 | 513 | 73 | 125 | 196 | 59 | 140 | 194 | 152 |
| Future Volume (vph) | 185 | 491 | 47 | 129 | 513 | 73 | 125 | 196 | 59 | 140 | 194 | 152 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 |
| Frt | | | 0.850 | | | 0.850 | | 0.965 | | | | 0.934 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1749 | 1432 | 1752 | 1727 | 1482 | 1901 | 1739 | 0 | 1745 | 1769 | 0 |
| Flt Permitted | 0.115 | | | 0.116 | | | 0.150 | | | 0.326 | | |
| Satd. Flow (perm) | 203 | 1749 | 1432 | 214 | 1727 | 1445 | 300 | 1739 | 0 | 597 | 1769 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 138 | | 13 | | | | 33 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | 2 | | | | | | 2 | 1 | | 2 | 2 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 4% | 5% | 9% | 3% | 10% | 9% | 6% | 5% | 11% | 9% | 6% | 3% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 226 | 599 | 57 | 157 | 626 | 89 | 152 | 311 | 0 | 171 | 422 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | | 15.0 | 40.0 | |
| Total Split (%) | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | | 12.6% | 33.6% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | | 9.0 | 34.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 2 | | | 2 | | | 3 | | | 3 | |
| Act Effct Green (s) | 43.8 | 35.7 | 49.2 | 43.2 | 35.4 | 43.1 | 35.5 | 27.0 | | 36.0 | 27.3 | |
| Actuated g/C Ratio | 0.41 | 0.33 | 0.46 | 0.40 | 0.33 | 0.40 | 0.33 | 0.25 | | 0.34 | 0.26 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 8% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|-------|------|------|------|-----|------|------|-----|
| v/c Ratio | 1.09 | 1.02 | 0.08 | 0.74 | 1.09 | 0.13 | 0.67 | 0.69 | | 0.58 | 0.89 | |
| Control Delay | 114.5 | 79.8 | 0.2 | 43.8 | 100.4 | 1.3 | 37.7 | 43.5 | | 31.4 | 56.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 114.5 | 79.8 | 0.2 | 43.8 | 100.4 | 1.3 | 37.7 | 43.5 | | 31.4 | 56.8 | |
| LOS | F | E | A | D | F | A | D | D | | C | E | |
| Approach Delay | | 83.6 | | | 80.1 | | | 41.6 | | | 49.5 | |
| Approach LOS | | F | | | F | | | D | | | D | |
| Queue Length 50th (ft) | ~120 | ~437 | 0 | 59 | ~479 | 0 | 63 | 176 | | 73 | 246 | |
| Queue Length 95th (ft) | #282 | #580 | 0 | #149 | #657 | 2 | 108 | 262 | | 122 | 354 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 208 | 585 | 742 | 218 | 573 | 673 | 237 | 568 | | 301 | 592 | |
| 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 | 1.09 | 1.02 | 0.08 | 0.72 | 1.09 | 0.13 | 0.64 | 0.55 | | 0.57 | 0.71 | |

Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 106.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 68.4
 Intersection LOS: E
 Intersection Capacity Utilization 83.7%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|---------------------|-------------------------|---------------------|------------------------|
| #10 Ø9f Ø1 15 s | #10 → Ø2 40 s | #10 #15 ↖ Ø3 15 s | #10 ↓ Ø4 40 s | #10 #15 ← Ø5 9 s |
| #10 ↖ Ø5 15 s | #10 ← Ø6 40 s | #10 #15 ↖ Ø7 15 s | #10 ↑ Ø8 40 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 463 | 333 | 19 | 83 | 252 | 312 | 46 | 575 | 113 | 460 | 371 | 486 |
| Future Volume (vph) | 463 | 333 | 19 | 83 | 252 | 312 | 46 | 575 | 113 | 460 | 371 | 486 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | 0.850 | | | 0.850 | | 0.975 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1792 | 1724 | 1168 | 1811 | 1761 | 1299 | 1555 | 3343 | 0 | 1656 | 1627 | 1422 |
| Fl _t Permitted | 0.152 | | | 0.556 | | | 0.190 | | | 0.131 | | |
| Satd. Flow (perm) | 287 | 1724 | 1168 | 1060 | 1761 | 1299 | 311 | 3343 | 0 | 228 | 1627 | 1422 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 11 | | | | 412 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 2% | 8% | 31% | 4% | 9% | 13% | 15% | 4% | 6% | 9% | 9% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 472 | 340 | 19 | 85 | 257 | 318 | 47 | 702 | 0 | 469 | 379 | 496 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 9.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 56.5 | 48.8 | 76.9 | 29.7 | 27.0 | 51.5 | 70.7 | 40.1 | | 65.5 | 36.5 | 66.6 |
| Actuated g/C Ratio | 0.38 | 0.33 | 0.52 | 0.20 | 0.18 | 0.34 | 0.47 | 0.27 | | 0.44 | 0.24 | 0.45 |
| v/c Ratio | 1.15 | 0.60 | 0.03 | 0.34 | 0.81 | 0.71 | 0.11 | 0.77 | | 1.21 | 0.95 | 0.58 |
| Control Delay | 131.1 | 43.8 | 0.1 | 38.6 | 67.8 | 35.7 | 27.3 | 57.3 | | 161.4 | 90.5 | 5.4 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| 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) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |

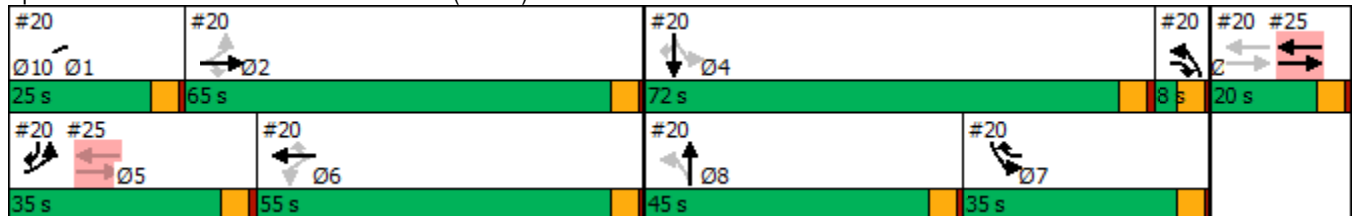


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|------|------|------|------|-----|-------|------|------|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 131.1 | 43.8 | 0.1 | 38.6 | 67.8 | 35.7 | 27.3 | 57.3 | | 161.4 | 90.5 | 5.4 |
| LOS | F | D | A | D | E | D | C | E | | F | F | A |
| Approach Delay | | 92.4 | | | 48.6 | | | 55.4 | | | 83.8 | |
| Approach LOS | | F | | | D | | | E | | | F | |
| Queue Length 50th (ft) | ~449 | 270 | 0 | 49 | 238 | 129 | 22 | 321 | | ~492 | ~385 | 25 |
| Queue Length 95th (ft) | #801 | 319 | 0 | 105 | 234 | 230 | 54 | 451 | | #784 | 493 | 70 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 412 | 760 | 649 | 395 | 658 | 447 | 428 | 906 | | 388 | 732 | 862 |
| 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 | 1.15 | 0.45 | 0.03 | 0.22 | 0.39 | 0.71 | 0.11 | 0.77 | | 1.21 | 0.52 | 0.58 |

Intersection Summary



















Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 149.3
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 73.4
 Intersection LOS: E
 Intersection Capacity Utilization 100.6%
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  | |
| Traffic Volume (vph) | 351 | 6 | 440 | 0 | 0 | 0 | 0 | 710 | 702 | 402 | 874 | 0 |
| Future Volume (vph) | 351 | 6 | 440 | 0 | 0 | 0 | 0 | 710 | 702 | 402 | 874 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | 0.850 | | | |
| Flt Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1562 | 1357 | 0 | 0 | 0 | 0 | 3042 | 1632 | 3519 | 3491 | 0 |
| Flt Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1562 | 1357 | 0 | 0 | 0 | 0 | 3042 | 1632 | 3519 | 3491 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 482 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | 505 | |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | 11.5 | |
| 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 (%) | 13% | 13% | 16% | 0% | 0% | 0% | 0% | 13% | 4% | 2% | 6% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 361 | 444 | 0 | 0 | 0 | 0 | 717 | 709 | 406 | 883 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | | | | | 21.0 | 21.0 | 18.0 | 39.0 | |
| Total Split (%) | 48.0% | 48.0% | 48.0% | | | | | 28.0% | 28.0% | 24.0% | 52.0% | |
| Maximum Green (s) | 31.0 | 31.0 | 31.0 | | | | | 16.0 | 16.0 | 13.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 24.5 | 24.5 | | | | | 23.4 | 23.4 | 12.1 | 40.5 | |
| Actuated g/C Ratio | | 0.33 | 0.33 | | | | | 0.31 | 0.31 | 0.16 | 0.54 | |
| v/c Ratio | | 0.71 | 0.87 | | | | | 0.76 | 0.84 | 0.71 | 0.47 | |
| Control Delay | | 29.2 | 35.3 | | | | | 28.4 | 20.4 | 32.1 | 9.0 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 29.2 | 35.3 | | | | | 28.4 | 20.4 | 32.1 | 9.0 | |
| LOS | | C | D | | | | | C | C | C | A | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  |  |
| Traffic Volume (veh/h) | 351 | 6 | 440 | 0 | 0 | 0 | 0 | 710 | 702 | 402 | 874 | 0 |
| Future Volume (veh/h) | 351 | 6 | 440 | 0 | 0 | 0 | 0 | 710 | 702 | 402 | 874 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1560 | 1560 | 1516 | | | | 0 | 1654 | 1859 | 2067 | 2007 | 0 |
| Adj Flow Rate, veh/h | 355 | 6 | 444 | | | | 0 | 717 | 0 | 406 | 883 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 13 | 13 | 16 | | | | 0 | 13 | 4 | 2 | 6 | 0 |
| Cap, veh/h | 543 | 9 | 477 | | | | 0 | 917 | | 522 | 1887 | 0 |
| Arrive On Green | 0.37 | 0.37 | 0.37 | | | | 0.00 | 0.58 | 0.00 | 0.05 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1462 | 25 | 1284 | | | | 0 | 3226 | 1576 | 3818 | 3913 | 0 |
| Grp Volume(v), veh/h | 361 | 0 | 444 | | | | 0 | 717 | 0 | 406 | 883 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1487 | 0 | 1284 | | | | 0 | 1572 | 1576 | 1909 | 1906 | 0 |
| Q Serve(g_s), s | 15.1 | 0.0 | 24.9 | | | | 0.0 | 13.1 | 0.0 | 7.9 | 15.7 | 0.0 |
| Cycle Q Clear(g_c), s | 15.1 | 0.0 | 24.9 | | | | 0.0 | 13.1 | 0.0 | 7.9 | 15.7 | 0.0 |
| Prop In Lane | 0.98 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 553 | 0 | 477 | | | | 0 | 917 | | 522 | 1887 | 0 |
| V/C Ratio(X) | 0.65 | 0.00 | 0.93 | | | | 0.00 | 0.78 | | 0.78 | 0.47 | 0.00 |
| Avail Cap(c_a), veh/h | 615 | 0 | 531 | | | | 0 | 917 | | 662 | 1887 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 2.00 | 2.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.58 | 0.58 | 0.00 |
| Uniform Delay (d), s/veh | 19.6 | 0.0 | 22.6 | | | | 0.0 | 13.8 | 0.0 | 34.7 | 22.4 | 0.0 |
| Incr Delay (d2), s/veh | 1.5 | 0.0 | 21.0 | | | | 0.0 | 6.6 | 0.0 | 2.0 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 8.8 | 0.0 | 14.8 | | | | 0.0 | 6.7 | 0.0 | 6.5 | 11.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.0 | 0.0 | 43.6 | | | | 0.0 | 20.4 | 0.0 | 36.7 | 22.9 | 0.0 |
| LnGrp LOS | C | A | D | | | | A | C | | D | C | A |
| Approach Vol, veh/h | | 805 | | | | | | 717 | | | 1289 | |
| Approach Delay, s/veh | | 33.5 | | | | | | 20.4 | | | 27.2 | |
| Approach LOS | | C | | | | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 4 | 6 | | | | | | | | |
| Phs Duration (G+Y+Rc), s | 15.3 | 26.9 | 32.9 | 42.1 | | | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | | | | | | | | |
| Max Green Setting (Gmax), s | 13.0 | 16.0 | 31.0 | 34.0 | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | 9.9 | 0.0 | 26.9 | 0.0 | | | | | | | | |
| Green Ext Time (p_c), s | 0.4 | 0.0 | 1.0 | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 27.3 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 631 | 1 | 321 | 328 | 733 | 0 | 0 | 645 | 293 |
| Future Volume (vph) | 0 | 0 | 0 | 631 | 1 | 321 | 328 | 733 | 0 | 0 | 645 | 293 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.98 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.952 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1603 | 1606 | 1553 | 1355 | 2979 | 0 | 0 | 3628 | 1534 |
| Fl _t Permitted | | | | 0.950 | 0.952 | | 0.149 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1603 | 1606 | 1553 | 212 | 2979 | 0 | 0 | 3628 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 102 | | | | | | 401 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 7% | 0% | 4% | 23% | 8% | 0% | 0% | 3% | 9% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 432 | 433 | 440 | 449 | 1004 | 0 | 0 | 884 | 401 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 31.0 | 31.0 | 31.0 | 15.0 | 44.0 | | | 29.0 | 29.0 |
| Total Split (%) | | | | 41.3% | 41.3% | 41.3% | 20.0% | 58.7% | | | 38.7% | 38.7% |
| Maximum Green (s) | | | | 26.0 | 26.0 | 26.0 | 10.0 | 39.0 | | | 24.0 | 24.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 23.5 | 23.5 | 23.5 | 41.5 | 41.5 | | | 26.5 | 26.5 |
| Actuated g/C Ratio | | | | 0.31 | 0.31 | 0.31 | 0.55 | 0.55 | | | 0.35 | 0.35 |
| v/c Ratio | | | | 0.86 | 0.86 | 0.79 | 1.67 | 0.61 | | | 0.69 | 0.51 |
| Control Delay | | | | 42.2 | 42.3 | 28.9 | 333.4 | 13.1 | | | 24.8 | 7.3 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|-------|-----|-----|------|------|
| Total Delay | | | | 42.2 | 42.3 | 28.9 | 333.4 | 13.1 | | | 24.8 | 7.3 |
| LOS | | | | D | D | C | F | B | | | C | A |
| Approach Delay | | | | | 37.7 | | | 112.1 | | | 19.3 | |
| Approach LOS | | | | | D | | | F | | | B | |
| Queue Length 50th (ft) | | | | 186 | 186 | 135 | ~284 | 188 | | | 132 | 9 |
| Queue Length 95th (ft) | | | | 221 | 221 | 167 | #341 | 185 | | | 219 | 64 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 555 | 556 | 605 | 269 | 1648 | | | 1281 | 789 |
| 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 | | | | 0.78 | 0.78 | 0.73 | 1.67 | 0.61 | | | 0.69 | 0.51 |



















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 46 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.67
 Intersection Signal Delay: 58.6
 Intersection LOS: E
 Intersection Capacity Utilization 87.2%
 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: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 66 | 0 | 32 | 17 | 0 | 20 | 36 | 1304 | 10 | 22 | 1268 | 5 |
| Future Volume (vph) | 66 | 0 | 32 | 17 | 0 | 20 | 36 | 1304 | 10 | 22 | 1268 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.955 | | | 0.928 | | | 0.999 | | | 0.999 | |
| Flt Protected | | 0.968 | | | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 0 | 0 | 1676 | 0 | 1574 | 3321 | 0 | 1718 | 3290 | 0 |
| Flt Permitted | | 0.774 | | | 0.880 | | 0.123 | | | 0.131 | | |
| Satd. Flow (perm) | 0 | 1379 | 0 | 0 | 1509 | 0 | 204 | 3321 | 0 | 237 | 3290 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 73 | | | 73 | | | 1 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | 427 | |
| Travel Time (s) | | 5.0 | | | 12.6 | | | 4.2 | | | 9.7 | |
| 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 (%) | 2% | 0% | 22% | 0% | 0% | 18% | 7% | 5% | 0% | 0% | 8% | 25% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 109 | 0 | 0 | 41 | 0 | 40 | 1460 | 0 | 24 | 1415 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.5 | 1.0 | | 0.5 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 11.5 | | | 11.5 | | 56.7 | 53.5 | | 55.9 | 50.7 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.76 | 0.71 | | 0.75 | 0.68 | |
| v/c Ratio | | 0.40 | | | 0.14 | | 0.12 | 0.62 | | 0.06 | 0.64 | |
| Control Delay | | 16.3 | | | 3.8 | | 4.0 | 11.2 | | 3.0 | 9.3 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 16.3 | | | 3.8 | | 4.0 | 11.2 | | 3.0 | 9.3 | |
| LOS | | B | | | A | | A | B | | A | A | |
| Approach Delay | | 16.3 | | | 3.8 | | | 11.0 | | | 9.2 | |
| Approach LOS | | B | | | A | | | B | | | A | |
| Queue Length 50th (ft) | | 15 | | | 0 | | 4 | 117 | | 2 | 191 | |
| Queue Length 95th (ft) | | 55 | | | 11 | | 13 | #414 | | m6 | 240 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 421 | | | 455 | | 356 | 2368 | | 395 | 2223 | |
| 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 | | 0.26 | | | 0.09 | | 0.11 | 0.62 | | 0.06 | 0.64 | |

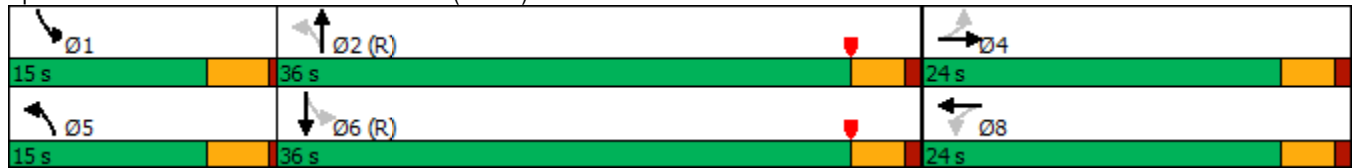
Intersection Summary

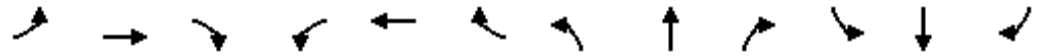
Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 51.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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: 50: North Airmont Road (CR 89) & North DeBaun Avenue





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕↔ | | ↗ | ↕↔ | |
| Traffic Volume (veh/h) | 66 | 0 | 32 | 17 | 0 | 20 | 36 | 1304 | 10 | 22 | 1268 | 5 |
| Future Volume (veh/h) | 66 | 0 | 32 | 17 | 0 | 20 | 36 | 1304 | 10 | 22 | 1268 | 5 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1945 | 1976 | 1637 | 1976 | 1976 | 1699 | 1796 | 1826 | 1900 | 2057 | 1937 | 1682 |
| Adj Flow Rate, veh/h | 73 | 0 | 36 | 19 | 0 | 22 | 40 | 1449 | 11 | 24 | 1409 | 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 |
| Percent Heavy Veh, % | 2 | 0 | 22 | 0 | 0 | 18 | 7 | 5 | 0 | 0 | 8 | 25 |
| Cap, veh/h | 199 | 16 | 67 | 147 | 24 | 117 | 457 | 2329 | 18 | 368 | 2395 | 10 |
| Arrive On Green | 0.13 | 0.00 | 0.13 | 0.13 | 0.00 | 0.13 | 0.08 | 0.66 | 0.66 | 0.10 | 1.00 | 1.00 |
| Sat Flow, veh/h | 934 | 128 | 524 | 601 | 192 | 918 | 1711 | 3529 | 27 | 1959 | 3759 | 16 |
| Grp Volume(v), veh/h | 109 | 0 | 0 | 41 | 0 | 0 | 40 | 712 | 748 | 24 | 690 | 725 |
| Grp Sat Flow(s),veh/h/ln | 1586 | 0 | 0 | 1712 | 0 | 0 | 1711 | 1735 | 1821 | 1959 | 1840 | 1934 |
| Q Serve(g_s), s | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 17.8 | 17.8 | 0.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.6 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.5 | 17.8 | 17.8 | 0.3 | 0.0 | 0.0 |
| Prop In Lane | 0.67 | | 0.33 | 0.46 | | 0.54 | 1.00 | | 0.01 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 282 | 0 | 0 | 288 | 0 | 0 | 457 | 1145 | 1202 | 368 | 1173 | 1232 |
| V/C Ratio(X) | 0.39 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.09 | 0.62 | 0.62 | 0.07 | 0.59 | 0.59 |
| Avail Cap(c_a), veh/h | 495 | 0 | 0 | 506 | 0 | 0 | 579 | 1145 | 1202 | 553 | 1173 | 1232 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.5 | 0.0 | 0.0 | 29.2 | 0.0 | 0.0 | 3.2 | 7.4 | 7.4 | 5.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.1 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.3 | 2.5 | 2.4 | 0.3 | 2.2 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.7 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.3 | 9.8 | 10.2 | 0.2 | 1.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.6 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 3.5 | 9.9 | 9.8 | 5.4 | 2.2 | 2.1 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 109 | | | 41 | | | 1500 | | | 1439 | |
| Approach Delay, s/veh | | 33.6 | | | 30.0 | | | 9.7 | | | 2.2 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.9 | 53.5 | | 13.6 | 9.7 | 51.8 | | 13.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 19.8 | | 6.6 | 2.5 | 2.0 | | 3.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 11.0 | | 0.9 | 0.1 | 24.1 | | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 7.3 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 99 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 90 |
| Future Volume (vph) | 99 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | | 0.850 | | 0.981 | | | 0.982 |
| Flt Protected | | 0.961 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1727 | 1433 | 1797 | 913 | 1242 | 1645 | 3224 | 0 | 1762 | 3448 | 0 |
| Flt Permitted | | 0.764 | | 0.655 | | | 0.246 | | | 0.387 | | |
| Satd. Flow (perm) | 0 | 1373 | 1433 | 1239 | 913 | 1242 | 426 | 3224 | 0 | 718 | 3448 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 91 | | | 102 | | | 25 | | | 23 |
| Link Speed (mph) | | 30 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | 587 | |
| Travel Time (s) | | 15.5 | | | 12.2 | | | 17.8 | | | 13.3 | |
| 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 (%) | 1% | 9% | 2% | 0% | 100% | 25% | 5% | 10% | 0% | 8% | 8% | 11% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 137 | 400 | 16 | 7 | 14 | 207 | 695 | 0 | 37 | 824 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 13.4 | 26.5 | 13.4 | 13.4 | 13.4 | 54.3 | 48.6 | | 44.7 | 38.5 | |
| Actuated g/C Ratio | | 0.18 | 0.35 | 0.18 | 0.18 | 0.18 | 0.72 | 0.65 | | 0.60 | 0.51 | |
| v/c Ratio | | 0.56 | 0.71 | 0.07 | 0.04 | 0.05 | 0.42 | 0.33 | | 0.07 | 0.46 | |
| Control Delay | | 36.4 | 21.8 | 24.2 | 23.8 | 0.3 | 8.0 | 5.0 | | 5.7 | 14.2 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 36.4 | 21.8 | 24.2 | 23.8 | 0.3 | 8.0 | 5.0 | | 5.7 | 14.2 | |
| LOS | | D | C | C | C | A | A | A | | A | B | |

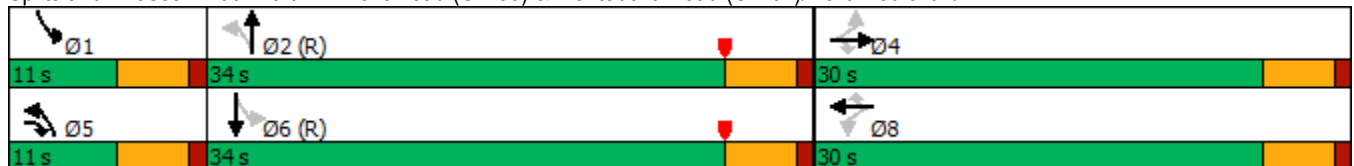


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|
| Approach Delay | 25.5 | | | 15.1 | | | 5.7 | | | 13.8 | | |
| Approach LOS | C | | | B | | | A | | | B | | |
| Queue Length 50th (ft) | 59 | 118 | 6 | 3 | 0 | 19 | 51 | 4 | 120 | | | |
| Queue Length 95th (ft) | 104 | 173 | 21 | 12 | 0 | m54 | 77 | 16 | 211 | | | |
| Internal Link Dist (ft) | 602 | | | 368 | | | 701 | | | 507 | | |
| Turn Bay Length (ft) | 140 | | | 90 | | | 35 | | | 290 | | |
| Base Capacity (vph) | 457 | 566 | 413 | 304 | 482 | 488 | 2098 | 517 | 1779 | | | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.30 | 0.71 | 0.04 | 0.02 | 0.03 | 0.42 | 0.33 | 0.07 | 0.46 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 55 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 13.4
 Intersection LOS: B
 Intersection Capacity Utilization 64.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 99 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 90 |
| Future Volume (veh/h) | 99 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 90 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1673 | 1555 | 1658 | 2136 | 635 | 1761 | 1802 | 1728 | 1876 | 2015 | 2015 | 1892 |
| Adj Flow Rate, veh/h | 110 | 27 | 400 | 16 | 7 | 14 | 207 | 607 | 88 | 37 | 724 | 100 |
| 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 |
| Percent Heavy Veh, % | 1 | 9 | 2 | 0 | 100 | 25 | 5 | 10 | 0 | 8 | 8 | 11 |
| Cap, veh/h | 365 | 78 | 519 | 573 | 184 | 432 | 410 | 1367 | 198 | 512 | 1455 | 201 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.16 | 0.95 | 0.95 | 0.04 | 0.43 | 0.43 |
| Sat Flow, veh/h | 961 | 271 | 1405 | 1580 | 635 | 1492 | 1717 | 2879 | 416 | 1919 | 3378 | 466 |
| Grp Volume(v), veh/h | 137 | 0 | 400 | 16 | 7 | 14 | 207 | 346 | 349 | 37 | 410 | 414 |
| Grp Sat Flow(s),veh/h/ln | 1232 | 0 | 1405 | 1580 | 635 | 1492 | 1717 | 1642 | 1653 | 1919 | 1914 | 1931 |
| Q Serve(g_s), s | 6.1 | 0.0 | 18.8 | 0.0 | 0.6 | 0.5 | 5.3 | 1.4 | 1.4 | 0.8 | 11.6 | 11.7 |
| Cycle Q Clear(g_c), s | 6.6 | 0.0 | 18.8 | 0.5 | 0.6 | 0.5 | 5.3 | 1.4 | 1.4 | 0.8 | 11.6 | 11.7 |
| Prop In Lane | 0.80 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 443 | 0 | 519 | 573 | 184 | 432 | 410 | 780 | 785 | 512 | 824 | 831 |
| V/C Ratio(X) | 0.31 | 0.00 | 0.77 | 0.03 | 0.04 | 0.03 | 0.51 | 0.44 | 0.45 | 0.07 | 0.50 | 0.50 |
| Avail Cap(c_a), veh/h | 497 | 0 | 581 | 643 | 212 | 497 | 410 | 780 | 785 | 597 | 824 | 831 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.3 | 0.0 | 20.8 | 19.1 | 19.1 | 19.1 | 10.5 | 1.0 | 1.0 | 10.9 | 15.5 | 15.5 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 5.6 | 0.0 | 0.1 | 0.0 | 0.7 | 1.3 | 1.3 | 0.1 | 2.1 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.4 | 0.0 | 10.9 | 0.4 | 0.2 | 0.3 | 2.9 | 1.0 | 1.0 | 0.6 | 8.9 | 9.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.7 | 0.0 | 26.5 | 19.1 | 19.2 | 19.1 | 11.2 | 2.3 | 2.3 | 10.9 | 17.6 | 17.6 |
| LnGrp LOS | C | A | C | B | B | B | B | A | A | B | B | B |
| Approach Vol, veh/h | | 537 | | | 37 | | | 902 | | | 861 | |
| Approach Delay, s/veh | | 25.3 | | | 19.2 | | | 4.3 | | | 17.3 | |
| Approach LOS | | C | | | B | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 40.6 | | 26.7 | 11.0 | 37.3 | | 26.7 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 3.4 | | 20.8 | 7.3 | 13.7 | | 2.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.5 | | 0.9 | 0.0 | 2.7 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 14.2 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 10 | 419 | 16 | 10 | 483 |
| Future Vol, veh/h | 8 | 10 | 419 | 16 | 10 | 483 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 7 |
| Mvmt Flow | 13 | 16 | 665 | 25 | 16 | 767 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 1477 | 678 | 0 | 0 | 690 |
| Stage 1 | 678 | - | - | - | - |
| Stage 2 | 799 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 270 | 530 | - | - | 914 |
| Stage 1 | 687 | - | - | - | - |
| Stage 2 | 636 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 262 | 530 | - | - | 914 |
| Mov Cap-2 Maneuver | 262 | - | - | - | - |
| Stage 1 | 687 | - | - | - | - |
| Stage 2 | 617 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 15.7 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 364 | 914 |
| HCM Lane V/C Ratio | - | - | 0.078 | 0.017 |
| HCM Control Delay (s) | - | - | 15.7 | 9 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

Intersection

Int Delay, s/veh 2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↑ | ↔ | |
| Traffic Vol, veh/h | 671 | 19 | 76 | 708 | 7 | 144 |
| Future Vol, veh/h | 671 | 19 | 76 | 708 | 7 | 144 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 6 | 11 | 7 | 17 | 3 |
| Mvmt Flow | 699 | 20 | 79 | 738 | 7 | 150 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|-------------|
| Conflicting Flow All | 0 | 0 | 719 | 0 | 1605 709 |
| Stage 1 | - | - | - | - | 709 - |
| Stage 2 | - | - | - | - | 896 - |
| Critical Hdwy | - | - | 4.21 | - | 5.77 5.83 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.77 - |
| Critical Hdwy Stg 2 | - | - | - | - | 4.77 - |
| Follow-up Hdwy | - | - | 2.299 | - | 3.653 3.327 |
| Pot Cap-1 Maneuver | - | - | 842 | - | 152 468 |
| Stage 1 | - | - | - | - | 540 - |
| Stage 2 | - | - | - | - | 458 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 842 | - | 138 468 |
| Mov Cap-2 Maneuver | - | - | - | - | 276 - |
| Stage 1 | - | - | - | - | 540 - |
| Stage 2 | - | - | - | - | 415 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.9 | 17.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 453 | - | - | 842 | - |
| HCM Lane V/C Ratio | 0.347 | - | - | 0.094 | - |
| HCM Control Delay (s) | 17.1 | - | - | 9.7 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.5 | - | - | 0.3 | - |

Intersection

Int Delay, s/veh 27.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 142 | 196 | 234 | 72 | 2 | 85 | 2 | 167 | 2 | 2 | 0 |
| Future Vol, veh/h | 0 | 142 | 196 | 234 | 72 | 2 | 85 | 2 | 167 | 2 | 2 | 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 |
| Heavy Vehicles, % | 0 | 5 | 11 | 8 | 7 | 0 | 12 | 0 | 12 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 197 | 272 | 325 | 100 | 3 | 118 | 3 | 232 | 3 | 3 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 103 | 0 | 0 | 469 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.18 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.272 |
| Pot Cap-1 Maneuver | 1502 | - | - | 1062 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1502 | - | - | 1062 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|----|------|
| HCM Control Delay, s | 0 | 7.5 | 89 | 38.8 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 346 | 1502 | - | - | 1062 | - | - | 112 |
| HCM Lane V/C Ratio | 1.02 | - | - | - | 0.306 | - | - | 0.05 |
| HCM Control Delay (s) | 89 | 0 | - | - | 9.9 | 0 | - | 38.8 |
| HCM Lane LOS | F | A | - | - | A | A | - | E |
| HCM 95th %tile Q(veh) | 11.9 | 0 | - | - | 1.3 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 35 | 0 | 19 | 0 | 0 | 11 | 22 | 1366 | 2 | 5 | 1276 | 33 |
| Future Vol, veh/h | 35 | 0 | 19 | 0 | 0 | 11 | 22 | 1366 | 2 | 5 | 1276 | 33 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 67 | 0 | 40 | 0 | 0 | 88 | 33 | 6 | 50 | 25 | 7 | 50 |
| Mvmt Flow | 37 | 0 | 20 | 0 | 0 | 12 | 23 | 1438 | 2 | 5 | 1343 | 35 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2136 | 2857 | 689 | 2167 | 2873 | 720 | 1378 | 0 | 0 | 1440 | 0 | 0 |
| Stage 1 | 1371 | 1371 | - | 1485 | 1485 | - | - | - | - | - | - | - |
| Stage 2 | 765 | 1486 | - | 682 | 1388 | - | - | - | - | - | - | - |
| Critical Hdwy | 9.24 | 6.9 | 7.9 | 7.5 | 6.5 | 8.66 | 4.76 | - | - | 4.6 | - | - |
| Critical Hdwy Stg 1 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.17 | 4 | 3.7 | 3.5 | 4 | 4.18 | 2.53 | - | - | 2.45 | - | - |
| Pot Cap-1 Maneuver | *86 | 9 | *512 | *103 | 9 | *420 | *749 | - | - | *717 | - | - |
| Stage 1 | *75 | 185 | - | *133 | 190 | - | - | - | - | - | - | - |
| Stage 2 | *226 | 161 | - | *411 | 212 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *81 | 9 | *512 | *96 | 9 | *420 | *749 | - | - | *717 | - | - |
| Mov Cap-2 Maneuver | *81 | 9 | - | *96 | 9 | - | - | - | - | - | - | - |
| Stage 1 | *73 | 184 | - | *129 | 184 | - | - | - | - | - | - | - |
| Stage 2 | *213 | 156 | - | *392 | 211 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 57.6 | 13.8 | 0.2 | 0 |
| HCM LOS | F | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | *749 | - | - | 81 | 512 | 420 | *717 | - | - |
| HCM Lane V/C Ratio | 0.031 | - | - | 0.455 | 0.039 | 0.028 | 0.007 | - | - |
| HCM Control Delay (s) | 10 | - | - | 82.2 | 12.3 | 13.8 | 10.1 | - | - |
| HCM Lane LOS | A | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.9 | 0.1 | 0.1 | 0 | - | - |

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

| 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 | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 225 | 55 | 48 | 403 | 5 |
| Future Vol, veh/h | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 225 | 55 | 48 | 403 | 5 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 17 | 35 | 13 | 0 |
| Mvmt Flow | 14 | 3 | 14 | 0 | 0 | 0 | 15 | 341 | 83 | 73 | 611 | 8 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|------|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 1174 | 1215 | 615 | | | | 619 | 0 | 0 | 424 | 0 | 0 |
| Stage 1 | 761 | 761 | - | | | | - | - | - | - | - | - |
| Stage 2 | 413 | 454 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.2 | - | - | 4.45 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.29 | - | - | 2.515 | - | - |
| Pot Cap-1 Maneuver | 214 | 183 | 495 | | | | 924 | - | - | 979 | - | - |
| Stage 1 | 465 | 417 | - | | | | - | - | - | - | - | - |
| Stage 2 | 672 | 573 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 186 | 0 | 495 | | | | 924 | - | - | 979 | - | - |
| Mov Cap-2 Maneuver | 186 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 455 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 595 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|-----|
| HCM Control Delay, s | 18.5 | 0.3 | 0.9 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 924 | - | - | 186 | 495 | 979 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.073 | 0.034 | 0.074 | - | - |
| HCM Control Delay (s) | 9 | 0 | - | 25.9 | 12.5 | 9 | 0 | - |
| HCM Lane LOS | A | A | - | D | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 0.1 | 0.2 | - | - |

Intersection

Int Delay, s/veh 1

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 20 | 234 | 0 | 0 | 432 |
| Future Vol, veh/h | 24 | 20 | 234 | 0 | 0 | 432 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 70 | 47 | 6 | 0 | 0 | 10 |
| Mvmt Flow | 32 | 27 | 312 | 0 | 0 | 576 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 888 | 312 | 0 |
| Stage 1 | 312 | - | - |
| Stage 2 | 576 | - | - |
| Critical Hdwy | 6.7 | 6.47 | - |
| Critical Hdwy Stg 1 | 5.7 | - | - |
| Critical Hdwy Stg 2 | 5.7 | - | - |
| Follow-up Hdwy | 4.13 | 3.723 | - |
| Pot Cap-1 Maneuver | 266 | 646 | - |
| Stage 1 | 633 | - | - |
| Stage 2 | 479 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 266 | 646 | - |
| Mov Cap-2 Maneuver | 266 | - | - |
| Stage 1 | 633 | - | - |
| Stage 2 | 479 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 16.8 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 363 | 1260 |
| HCM Lane V/C Ratio | - | - | 0.162 | - |
| HCM Control Delay (s) | - | - | 16.8 | 0 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 290 | 21 | 8 | 265 | 43 | 46 |
| Future Vol, veh/h | 290 | 21 | 8 | 265 | 43 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 9 | 15 | 50 | 14 | 5 | 16 |
| Mvmt Flow | 426 | 31 | 12 | 390 | 63 | 68 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 457 | 0 | 856 442 |
| Stage 1 | - | - | - | - | 442 - |
| Stage 2 | - | - | - | - | 414 - |
| Critical Hdwy | - | - | 4.6 | - | 7.25 6.76 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.25 - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.25 - |
| Follow-up Hdwy | - | - | 2.65 | - | 3.545 3.444 |
| Pot Cap-1 Maneuver | - | - | 892 | - | 268 559 |
| Stage 1 | - | - | - | - | 581 - |
| Stage 2 | - | - | - | - | 603 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 892 | - | 263 559 |
| Mov Cap-2 Maneuver | - | - | - | - | 263 - |
| Stage 1 | - | - | - | - | 581 - |
| Stage 2 | - | - | - | - | 593 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.3 | 20.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 362 | - | - | 892 | - |
| HCM Lane V/C Ratio | 0.362 | - | - | 0.013 | - |
| HCM Control Delay (s) | 20.5 | - | - | 9.1 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.6 | - | - | 0 | - |

Intersection

























Int Delay, s/veh 2.2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 267 | 69 | 67 | 235 | 38 | 35 |
| Future Vol, veh/h | 267 | 69 | 67 | 235 | 38 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 6 | 18 | 5 | 18 | 16 | 21 |
| Mvmt Flow | 310 | 80 | 78 | 273 | 44 | 41 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 390 | 0 | 779 |
| Stage 1 | - | - | - | - | 350 |
| Stage 2 | - | - | - | - | 429 |
| Critical Hdwy | - | - | 4.15 | - | 5.36 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.36 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.36 |
| Follow-up Hdwy | - | - | 2.245 | - | 3.644 |
| Pot Cap-1 Maneuver | - | - | 1152 | - | 448 |
| Stage 1 | - | - | - | - | 768 |
| Stage 2 | - | - | - | - | 724 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1152 | - | 412 |
| Mov Cap-2 Maneuver | - | - | - | - | 412 |
| Stage 1 | - | - | - | - | 768 |
| Stage 2 | - | - | - | - | 666 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.9 | 13.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 511 | - | - | 1152 | - |
| HCM Lane V/C Ratio | 0.166 | - | - | 0.068 | - |
| HCM Control Delay (s) | 13.4 | - | - | 8.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.2 | - |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 212 | 583 | 106 | 85 | 672 | 102 | 171 | 171 | 105 | 177 | 188 | 187 |
| Future Volume (vph) | 212 | 583 | 106 | 85 | 672 | 102 | 171 | 171 | 105 | 177 | 188 | 187 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | | -4% |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.943 | | | | 0.925 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1646 | 1766 | 1516 | 1752 | 1810 | 1568 | 1919 | 1724 | 0 | 1847 | 1756 | 0 |
| Fl _t Permitted | 0.103 | | | 0.178 | | | 0.253 | | | 0.252 | | |
| Satd. Flow (perm) | 178 | 1766 | 1516 | 328 | 1810 | 1568 | 511 | 1724 | 0 | 489 | 1756 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | 165 | | 26 | | | 42 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | 450 | |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | 10.2 | |
| Confl. Peds. (#/hr) | | | | | | | | | 1 | 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 (%) | 6% | 4% | 3% | 3% | 5% | 3% | 5% | 5% | 4% | 3% | 6% | 5% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 219 | 601 | 109 | 88 | 693 | 105 | 176 | 284 | 0 | 182 | 387 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 20.0 | | 15.0 | 20.0 | |
| Total Split (%) | 15.2% | 40.4% | 15.2% | 15.2% | 40.4% | 15.2% | 15.2% | 20.2% | | 15.2% | 20.2% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 14.0 | | 9.0 | 14.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 1 | | | 1 | |
| Act Effct Green (s) | 45.9 | 39.2 | 53.5 | 41.1 | 34.7 | 49.1 | 24.5 | 15.8 | | 24.7 | 15.9 | |
| Actuated g/C Ratio | 0.49 | 0.42 | 0.57 | 0.44 | 0.37 | 0.52 | 0.26 | 0.17 | | 0.26 | 0.17 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 9% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|-------|-----|
| v/c Ratio | 0.96 | 0.81 | 0.12 | 0.35 | 1.03 | 0.12 | 0.66 | 0.91 | | 0.71 | 1.16 | |
| Control Delay | 74.8 | 36.5 | 0.9 | 17.2 | 74.1 | 0.7 | 37.6 | 68.2 | | 41.1 | 134.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 74.8 | 36.5 | 0.9 | 17.2 | 74.1 | 0.7 | 37.6 | 68.2 | | 41.1 | 134.3 | |
| LOS | E | D | A | B | E | A | D | E | | D | F | |
| Approach Delay | | 41.3 | | | 59.7 | | | 56.5 | | | 104.5 | |
| Approach LOS | | D | | | E | | | E | | | F | |
| Queue Length 50th (ft) | 80 | 302 | 0 | 23 | ~399 | 0 | 74 | 149 | | 77 | ~258 | |
| Queue Length 95th (ft) | #293 | #599 | 8 | 66 | #789 | 7 | #140 | 265 | | #161 | #425 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 229 | 740 | 941 | 289 | 671 | 903 | 271 | 312 | | 261 | 333 | |
| 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 | 0.96 | 0.81 | 0.12 | 0.30 | 1.03 | 0.12 | 0.65 | 0.91 | | 0.70 | 1.16 | |

Intersection Summary

Area Type: Other
 Cycle Length: 99
 Actuated Cycle Length: 93.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 62.2
 Intersection LOS: E
 Intersection Capacity Utilization 97.9%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|-------------------|-----------------------|-------------------|----------------------|
| #10 Ø9f Ø1 15 s | #10 Ø2 40 s | #10 #15 Ø3 15 s | #10 Ø4 20 s | #10 #15 Ø5 9 s |
| #10 Ø5 15 s | #10 Ø6 40 s | #10 #15 Ø7 15 s | #10 Ø8 20 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 476 | 414 | 70 | 133 | 362 | 432 | 58 | 458 | 154 | 417 | 524 | 587 |
| Future Volume (vph) | 476 | 414 | 70 | 133 | 362 | 432 | 58 | 458 | 154 | 417 | 524 | 587 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.98 | 1.00 | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.962 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1758 | 1808 | 1457 | 1829 | 1828 | 1398 | 1626 | 3279 | 0 | 1703 | 1739 | 1463 |
| Fl _t Permitted | 0.108 | | | 0.364 | | | 0.100 | | | 0.204 | | |
| Satd. Flow (perm) | 200 | 1808 | 1424 | 700 | 1828 | 1398 | 171 | 3279 | 0 | 365 | 1739 | 1463 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 22 | | | | 258 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 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 (%) | 4% | 3% | 5% | 3% | 5% | 5% | 10% | 4% | 5% | 6% | 2% | 3% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 491 | 427 | 72 | 137 | 373 | 445 | 60 | 631 | 0 | 430 | 540 | 605 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 1 | | | 1 | | | 2 | | | 2 | |
| Act Effct Green (s) | 67.3 | 56.5 | 72.1 | 43.4 | 37.7 | 62.3 | 61.3 | 40.2 | | 72.2 | 49.2 | 79.3 |
| Actuated g/C Ratio | 0.42 | 0.35 | 0.45 | 0.27 | 0.24 | 0.39 | 0.38 | 0.25 | | 0.45 | 0.31 | 0.50 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| Fr _t | |
| 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

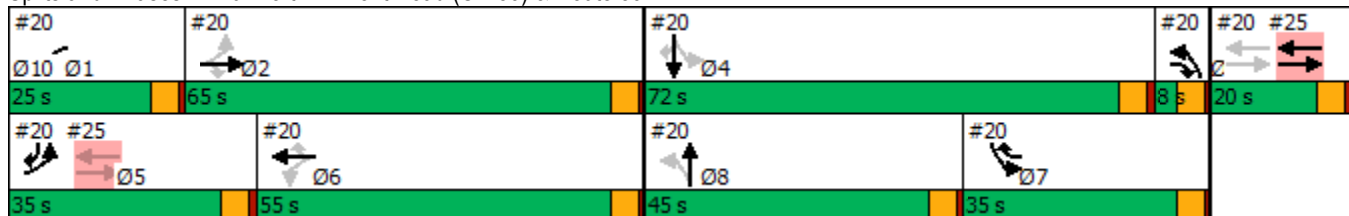


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| v/c Ratio | 1.30 | 0.67 | 0.10 | 0.51 | 0.87 | 0.82 | 0.23 | 0.75 | | 1.03 | 1.01 | 0.71 |
| Control Delay | 193.7 | 46.6 | 1.8 | 39.5 | 72.3 | 37.4 | 47.6 | 61.1 | | 106.5 | 95.7 | 13.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.3 | 0.0 |
| Total Delay | 193.7 | 46.6 | 1.8 | 39.5 | 72.3 | 37.4 | 47.6 | 61.1 | | 106.5 | 96.1 | 13.2 |
| LOS | F | D | A | D | E | D | D | E | | F | F | B |
| Approach Delay | | 116.3 | | | 51.4 | | | 60.0 | | | 67.1 | |
| Approach LOS | | F | | | D | | | E | | | E | |
| Queue Length 50th (ft) | ~575 | 367 | 0 | 81 | 371 | 200 | 33 | 305 | | ~335 | ~624 | 151 |
| Queue Length 95th (ft) | #947 | 404 | 12 | 156 | 342 | #376 | #116 | 437 | | #690 | 730 | 224 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 377 | 743 | 699 | 370 | 637 | 543 | 257 | 839 | | 416 | 731 | 855 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 22 | 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 | 1.30 | 0.57 | 0.10 | 0.37 | 0.59 | 0.82 | 0.23 | 0.75 | | 1.03 | 0.76 | 0.71 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 160.1
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 73.9
 Intersection LOS: E
 Intersection Capacity Utilization 111.0%
 ICU Level of Service H
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 278 | 3 | 317 | 0 | 0 | 0 | 0 | 723 | 723 | 469 | 1222 | 0 |
| Future Volume (vph) | 278 | 3 | 317 | 0 | 0 | 0 | 0 | 723 | 723 | 469 | 1222 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | | | 0.99 | 1.00 | | |
| Fr _t | | | 0.850 | | | | | | | 0.850 | | |
| Fl _t Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1551 | 1472 | 0 | 0 | 0 | 0 | 3183 | 1632 | 3485 | 3558 | 0 |
| Fl _t Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1551 | 1472 | 0 | 0 | 0 | 0 | 3183 | 1610 | 3482 | 3558 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 479 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | 505 | |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | 11.5 | |
| 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 (%) | 14% | 0% | 7% | 0% | 0% | 0% | 0% | 8% | 4% | 3% | 4% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 284 | 320 | 0 | 0 | 0 | 0 | 730 | 730 | 474 | 1234 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | | | | | 20.0 | 20.0 | 21.0 | 41.0 | |
| Total Split (%) | 45.3% | 45.3% | 45.3% | | | | | 26.7% | 26.7% | 28.0% | 54.7% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | | | | | 15.0 | 15.0 | 16.0 | 36.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 18.5 | 18.5 | | | | | 27.4 | 27.4 | 14.0 | 46.5 | |
| Actuated g/C Ratio | | 0.25 | 0.25 | | | | | 0.37 | 0.37 | 0.19 | 0.62 | |
| v/c Ratio | | 0.74 | 0.73 | | | | | 0.63 | 0.82 | 0.73 | 0.56 | |
| Control Delay | | 37.3 | 26.5 | | | | | 19.2 | 14.0 | 30.1 | 3.8 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.1 | |

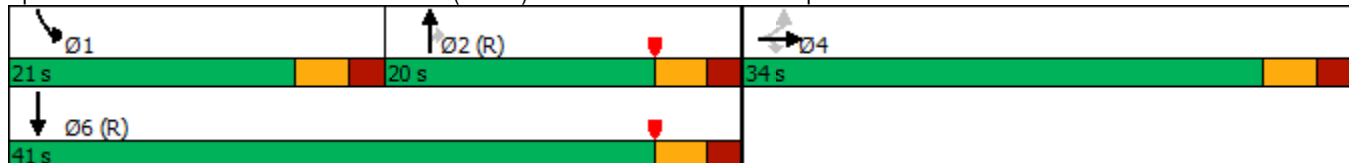


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|-----|-----|-----|-----|------|------|------|------|-----|
| Total Delay | | 37.3 | 26.5 | | | | | 19.2 | 14.0 | 30.1 | 3.9 | |
| LOS | | D | C | | | | | B | B | C | A | |
| Approach Delay | | 31.6 | | | | | | 16.6 | | | 11.2 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Queue Length 50th (ft) | | 122 | 92 | | | | | 56 | 9 | 81 | 0 | |
| Queue Length 95th (ft) | | 176 | 156 | | | | | #280 | #346 | m137 | m211 | |
| Internal Link Dist (ft) | | 866 | | | 320 | | | 124 | | | | 425 |
| Turn Bay Length (ft) | | | | | | | | | 80 | 150 | | |
| Base Capacity (vph) | | 599 | 631 | | | | | 1163 | 892 | 743 | 2203 | |
| Starvation Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 189 | |
| Spillback Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | 0.47 | 0.51 | | | | | 0.63 | 0.82 | 0.64 | 0.61 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 86.3%
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: North Airmont Road (CR 89) & I-87 SB/I-287 EB Off-Ramp



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↗ | | | | | ↕ | ↗ | ↖ | ↕ | |
| Traffic Volume (veh/h) | 278 | 3 | 317 | 0 | 0 | 0 | 0 | 723 | 723 | 469 | 1222 | 0 |
| Future Volume (veh/h) | 278 | 3 | 317 | 0 | 0 | 0 | 0 | 723 | 723 | 469 | 1222 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1545 | 1753 | 1649 | | | | 0 | 1728 | 1859 | 2052 | 2037 | 0 |
| Adj Flow Rate, veh/h | 281 | 3 | 320 | | | | 0 | 730 | 0 | 474 | 1234 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 14 | 0 | 7 | | | | 0 | 8 | 4 | 3 | 4 | 0 |
| Cap, veh/h | 432 | 5 | 365 | | | | 0 | 1258 | | 590 | 2343 | 0 |
| Arrive On Green | 0.26 | 0.26 | 0.26 | | | | 0.00 | 0.64 | 0.00 | 0.16 | 0.61 | 0.00 |
| Sat Flow, veh/h | 1652 | 18 | 1397 | | | | 0 | 3370 | 1576 | 3791 | 3971 | 0 |
| Grp Volume(v), veh/h | 284 | 0 | 320 | | | | 0 | 730 | 0 | 474 | 1234 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 0 | 1397 | | | | 0 | 1642 | 1576 | 1895 | 1935 | 0 |
| Q Serve(g_s), s | 11.4 | 0.0 | 16.5 | | | | 0.0 | 9.6 | 0.0 | 9.0 | 13.9 | 0.0 |
| Cycle Q Clear(g_c), s | 11.4 | 0.0 | 16.5 | | | | 0.0 | 9.6 | 0.0 | 9.0 | 13.9 | 0.0 |
| Prop In Lane | 0.99 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 436 | 0 | 365 | | | | 0 | 1258 | | 590 | 2343 | 0 |
| V/C Ratio(X) | 0.65 | 0.00 | 0.88 | | | | 0.00 | 0.58 | | 0.80 | 0.53 | 0.00 |
| Avail Cap(c_a), veh/h | 646 | 0 | 540 | | | | 0 | 1258 | | 809 | 2343 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.41 | 0.41 | 0.00 |
| Uniform Delay (d), s/veh | 24.7 | 0.0 | 26.5 | | | | 0.0 | 10.1 | 0.0 | 30.5 | 8.6 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 7.7 | | | | 0.0 | 2.0 | 0.0 | 1.2 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.8 | 0.0 | 10.0 | | | | 0.0 | 5.0 | 0.0 | 6.2 | 7.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.3 | 0.0 | 34.2 | | | | 0.0 | 12.0 | 0.0 | 31.7 | 8.9 | 0.0 |
| LnGrp LOS | C | A | C | | | | A | B | | C | A | A |
| Approach Vol, veh/h | | 604 | | | | | | 730 | | | 1708 | |
| Approach Delay, s/veh | | 30.0 | | | | | | 12.0 | | | 15.3 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | | | 6 | | | | |
| Phs Duration (G+Y+Rc), s | 16.7 | 33.7 | | 24.6 | | | | 50.4 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | | | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 15.0 | | 29.0 | | | | 36.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.0 | 0.0 | | 18.5 | | | | 0.0 | | | | |
| Green Ext Time (p_c), s | 0.6 | 0.0 | | 1.1 | | | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 17.4 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 812 | 2 | 462 | 391 | 610 | 0 | 0 | 879 | 427 |
| Future Volume (vph) | 0 | 0 | 0 | 812 | 2 | 462 | 391 | 610 | 0 | 0 | 879 | 427 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.97 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.953 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 1488 | 3064 | 0 | 0 | 3593 | 1548 |
| Fl _t Permitted | | | | 0.950 | 0.953 | | 0.152 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 238 | 3064 | 0 | 0 | 3593 | 1506 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 200 | | | | | | 372 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 2% | 12% | 5% | 0% | 0% | 4% | 8% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 414 | 417 | 471 | 399 | 622 | 0 | 0 | 897 | 436 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 34.0 | 34.0 | 34.0 | 20.0 | 41.0 | | | 21.0 | 21.0 |
| Total Split (%) | | | | 45.3% | 45.3% | 45.3% | 26.7% | 54.7% | | | 28.0% | 28.0% |
| Maximum Green (s) | | | | 29.0 | 29.0 | 29.0 | 15.0 | 36.0 | | | 16.0 | 16.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 23.7 | 23.7 | 23.7 | 41.3 | 41.3 | | | 21.3 | 21.3 |
| Actuated g/C Ratio | | | | 0.32 | 0.32 | 0.32 | 0.55 | 0.55 | | | 0.28 | 0.28 |
| v/c Ratio | | | | 0.79 | 0.79 | 0.74 | 1.05 | 0.37 | | | 0.88 | 0.63 |
| Control Delay | | | | 34.1 | 34.3 | 19.7 | 72.6 | 3.9 | | | 44.6 | 19.7 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |

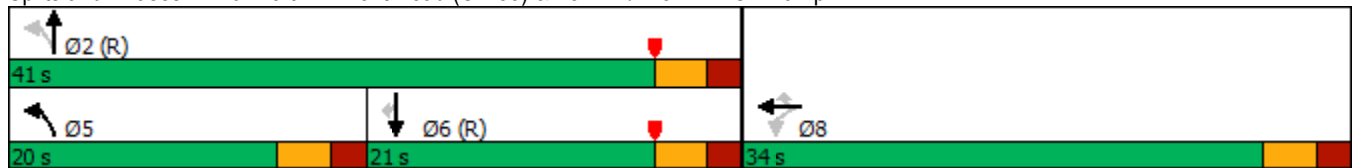


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|------|------|-----|-----|------|------|
| Total Delay | | | | 34.1 | 34.3 | 19.7 | 72.6 | 3.9 | | | 44.6 | 19.7 |
| LOS | | | | C | C | B | E | A | | | D | B |
| Approach Delay | | | | | 28.9 | | | 30.8 | | | 36.5 | |
| Approach LOS | | | | | C | | | C | | | D | |
| Queue Length 50th (ft) | | | | 177 | 178 | 107 | ~162 | 32 | | | 239 | 102 |
| Queue Length 95th (ft) | | | | 261 | 263 | 195 | #317 | 16 | | | #396 | m169 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 643 | 645 | 734 | 381 | 1687 | | | 1020 | 693 |
| 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 | | | | 0.64 | 0.65 | 0.64 | 1.05 | 0.37 | | | 0.88 | 0.63 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 32 (43%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 32.2 Intersection LOS: C
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 2 | 31 | 59 | 2 | 62 | 40 | 1258 | 68 | 67 | 1438 | 11 |
| Future Volume (vph) | 66 | 2 | 31 | 59 | 2 | 62 | 40 | 1258 | 68 | 67 | 1438 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.957 | | | 0.932 | | | 0.992 | | | 0.999 | |
| Flt Protected | | 0.968 | | | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1784 | 0 | 0 | 1845 | 0 | 1589 | 3305 | 0 | 1718 | 3420 | 0 |
| Flt Permitted | | 0.703 | | | 0.820 | | 0.094 | | | 0.102 | | |
| Satd. Flow (perm) | 0 | 1295 | 0 | 0 | 1549 | 0 | 157 | 3305 | 0 | 184 | 3420 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | 66 | | | 9 | | | 1 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | 427 | |
| Travel Time (s) | | 4.1 | | | 10.5 | | | 4.2 | | | 9.7 | |
| 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 (%) | 6% | 0% | 4% | 0% | 0% | 0% | 6% | 5% | 0% | 0% | 4% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 108 | 0 | 0 | 133 | 0 | 43 | 1441 | 0 | 73 | 1575 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | | | 13.0 | 13.0 | | | 13.0 | | | 13.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 12.7 | | | 12.7 | | 53.8 | 46.5 | | 54.8 | 49.5 | |
| Actuated g/C Ratio | | 0.17 | | | 0.17 | | 0.72 | 0.62 | | 0.73 | 0.66 | |
| v/c Ratio | | 0.44 | | | 0.42 | | 0.14 | 0.70 | | 0.21 | 0.70 | |
| Control Delay | | 26.0 | | | 18.7 | | 4.8 | 16.5 | | 7.9 | 12.2 | |



















| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 26.0 | | | 18.7 | | 4.8 | 16.5 | | 7.9 | 12.2 | |
| LOS | | C | | | B | | A | B | | A | B | |
| Approach Delay | | 26.0 | | | 18.7 | | | 16.1 | | | 12.0 | |
| Approach LOS | | C | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 33 | | | 28 | | 4 | 262 | | 8 | 168 | |
| Queue Length 95th (ft) | | 73 | | | 71 | | 15 | #468 | | m28 | #500 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 367 | | | 461 | | 324 | 2054 | | 360 | 2256 | |
| 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 | | 0.29 | | | 0.29 | | 0.13 | 0.70 | | 0.20 | 0.70 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 14.6
 Intersection LOS: B
 Intersection Capacity Utilization 66.8%
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: North Airmont Road (CR 89) & North DeBaun Avenue



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | | | | |
| Traffic Volume (veh/h) | 66 | 2 | 31 | 59 | 2 | 62 | 40 | 1258 | 68 | 67 | 1438 | 11 |
| Future Volume (veh/h) | 66 | 2 | 31 | 59 | 2 | 62 | 40 | 1258 | 68 | 67 | 1438 | 11 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1884 | 1976 | 1914 | 1976 | 1976 | 1976 | 1811 | 1826 | 1900 | 2057 | 1997 | 2057 |
| Adj Flow Rate, veh/h | 72 | 2 | 34 | 64 | 2 | 67 | 43 | 1367 | 74 | 73 | 1563 | 12 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 4 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 4 | 0 |
| Cap, veh/h | 212 | 21 | 70 | 161 | 21 | 113 | 385 | 2020 | 109 | 434 | 2426 | 19 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.08 | 0.60 | 0.60 | 0.14 | 0.84 | 0.84 |
| Sat Flow, veh/h | 994 | 156 | 528 | 679 | 161 | 853 | 1725 | 3347 | 181 | 1959 | 3860 | 30 |
| Grp Volume(v), veh/h | 108 | 0 | 0 | 133 | 0 | 0 | 43 | 707 | 734 | 73 | 768 | 807 |
| Grp Sat Flow(s),veh/h/ln | 1678 | 0 | 0 | 1692 | 0 | 0 | 1725 | 1735 | 1793 | 1959 | 1897 | 1992 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.6 | 20.5 | 20.6 | 0.8 | 10.8 | 10.8 |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.6 | 20.5 | 20.6 | 0.8 | 10.8 | 10.8 |
| Prop In Lane | 0.67 | | 0.31 | 0.48 | | 0.50 | 1.00 | | 0.10 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 302 | 0 | 0 | 295 | 0 | 0 | 385 | 1047 | 1082 | 434 | 1193 | 1252 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.11 | 0.68 | 0.68 | 0.17 | 0.64 | 0.64 |
| Avail Cap(c_a), veh/h | 502 | 0 | 0 | 505 | 0 | 0 | 502 | 1047 | 1082 | 517 | 1193 | 1252 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.0 | 0.0 | 0.0 | 30.4 | 0.0 | 0.0 | 4.5 | 10.0 | 10.0 | 6.5 | 3.2 | 3.2 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.5 | 3.5 | 3.4 | 0.7 | 2.7 | 2.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.5 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.4 | 11.9 | 12.3 | 0.6 | 5.2 | 5.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.5 | 0.0 | 0.0 | 34.3 | 0.0 | 0.0 | 5.0 | 13.5 | 13.4 | 7.1 | 5.8 | 5.7 |
| LnGrp LOS | C | A | A | C | A | A | A | B | B | A | A | A |
| Approach Vol, veh/h | | 108 | | | 133 | | | 1484 | | | 1648 | |
| Approach Delay, s/veh | | 32.5 | | | 34.3 | | | 13.2 | | | 5.8 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.8 | 49.3 | | 13.9 | 9.9 | 51.1 | | 13.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 22.6 | | 6.0 | 2.6 | 12.8 | | 7.1 | | | | |
| Green Ext Time (p_c), s | 0.2 | 8.5 | | 0.9 | 0.1 | 17.3 | | 1.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.1 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 129 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 120 |
| Future Volume (vph) | 129 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | | -4% |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | | 0.850 | | 0.991 | | | 0.982 |
| Flt Protected | | 0.955 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1666 | 1433 | 1762 | 1723 | 1553 | 1710 | 3352 | 0 | 1745 | 3541 | 0 |
| Flt Permitted | | 0.713 | | 0.651 | | | 0.126 | | | 0.322 | | |
| Satd. Flow (perm) | 0 | 1244 | 1433 | 1207 | 1723 | 1553 | 227 | 3352 | 0 | 592 | 3541 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 44 | | | 102 | | 10 | | | | 23 |
| Link Speed (mph) | | 30 | | | 25 | | | 30 | | | | 30 |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | | 587 |
| Travel Time (s) | | 15.5 | | | 12.2 | | | 17.8 | | | | 13.3 |
| 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 (%) | 6% | 0% | 2% | 2% | 6% | 0% | 1% | 6% | 0% | 9% | 6% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 145 | 251 | 97 | 36 | 76 | 308 | 883 | 0 | 37 | 1047 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 14.6 | 38.2 | 14.6 | 14.6 | 14.6 | 50.0 | 43.4 | | 33.1 | 26.8 | |
| Actuated g/C Ratio | | 0.19 | 0.51 | 0.19 | 0.19 | 0.19 | 0.67 | 0.58 | | 0.44 | 0.36 | |
| v/c Ratio | | 0.60 | 0.33 | 0.41 | 0.11 | 0.20 | 0.59 | 0.45 | | 0.10 | 0.82 | |
| Control Delay | | 37.2 | 11.1 | 30.6 | 23.5 | 4.2 | 18.2 | 13.1 | | 7.1 | 27.1 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 37.2 | 11.1 | 30.6 | 23.5 | 4.2 | 18.2 | 13.1 | | 7.1 | 27.1 | |
| LOS | | D | B | C | C | A | B | B | | A | C | |

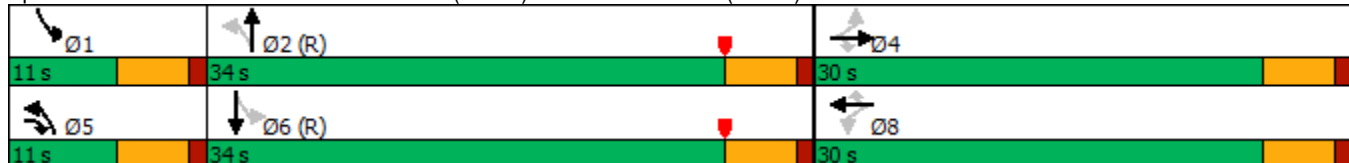

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|------|------|
| Approach Delay | | 20.6 | | | 19.8 | | | 14.4 | | | | 26.4 |
| Approach LOS | | C | | | B | | | B | | | | C |
| Queue Length 50th (ft) | | 63 | 54 | 40 | 14 | 0 | 48 | 170 | | 5 | 216 | |
| Queue Length 95th (ft) | | 108 | 106 | 75 | 34 | 20 | #225 | 260 | | 17 | 285 | |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | | 507 |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 414 | 750 | 402 | 574 | 585 | 518 | 1941 | | 361 | 1383 | |
| 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 | | 0.35 | 0.33 | 0.24 | 0.06 | 0.13 | 0.59 | 0.45 | | 0.10 | 0.76 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 20.2 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: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 129 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 120 |
| Future Volume (veh/h) | 129 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 120 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1599 | 1688 | 1658 | 2106 | 2046 | 2136 | 1862 | 1788 | 1876 | 1999 | 2046 | 2027 |
| Adj Flow Rate, veh/h | 136 | 9 | 251 | 97 | 36 | 76 | 308 | 832 | 51 | 37 | 921 | 126 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 2 | 2 | 6 | 0 | 1 | 6 | 0 | 9 | 6 | 2 |
| Cap, veh/h | 310 | 17 | 391 | 457 | 406 | 359 | 424 | 1839 | 113 | 515 | 1792 | 245 |
| Arrive On Green | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.16 | 1.00 | 1.00 | 0.04 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1096 | 88 | 1405 | 1583 | 2046 | 1810 | 1773 | 3251 | 199 | 1904 | 3435 | 470 |
| Grp Volume(v), veh/h | 145 | 0 | 251 | 97 | 36 | 76 | 308 | 435 | 448 | 37 | 521 | 526 |
| Grp Sat Flow(s),veh/h/ln | 1183 | 0 | 1405 | 1583 | 2046 | 1810 | 1773 | 1698 | 1752 | 1904 | 1944 | 1961 |
| Q Serve(g_s), s | 7.8 | 0.0 | 11.8 | 0.0 | 1.1 | 2.6 | 6.0 | 0.0 | 0.0 | 0.7 | 13.1 | 13.1 |
| Cycle Q Clear(g_c), s | 8.8 | 0.0 | 11.8 | 3.1 | 1.1 | 2.6 | 6.0 | 0.0 | 0.0 | 0.7 | 13.1 | 13.1 |
| Prop In Lane | 0.94 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 0.24 |
| Lane Grp Cap(c), veh/h | 328 | 0 | 391 | 457 | 406 | 359 | 424 | 961 | 991 | 515 | 1014 | 1023 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.64 | 0.21 | 0.09 | 0.21 | 0.73 | 0.45 | 0.45 | 0.07 | 0.51 | 0.51 |
| Avail Cap(c_a), veh/h | 498 | 0 | 581 | 670 | 682 | 603 | 424 | 961 | 991 | 599 | 1014 | 1023 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.0 | 0.0 | 23.8 | 25.3 | 24.5 | 25.2 | 10.7 | 0.0 | 0.0 | 7.5 | 11.7 | 11.7 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 1.8 | 0.2 | 0.1 | 0.3 | 5.2 | 1.3 | 1.3 | 0.1 | 1.9 | 1.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 4.3 | 0.0 | 7.1 | 2.6 | 0.9 | 2.1 | 4.3 | 0.6 | 0.6 | 0.4 | 9.4 | 9.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 29.0 | 0.0 | 25.5 | 25.6 | 24.6 | 25.4 | 16.0 | 1.3 | 1.3 | 7.5 | 13.6 | 13.6 |
| LnGrp LOS | C | A | C | C | C | C | B | A | A | A | B | B |
| Approach Vol, veh/h | | 396 | | | 209 | | | 1191 | | | 1084 | |
| Approach Delay, s/veh | | 26.8 | | | 25.4 | | | 5.1 | | | 13.4 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 47.4 | | 19.9 | 11.0 | 44.1 | | 19.9 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 2.0 | | 13.8 | 8.0 | 15.1 | | 5.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | | 1.1 | 0.0 | 3.5 | | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.7 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 18 | 474 | 9 | 5 | 505 |
| Future Vol, veh/h | 29 | 18 | 474 | 9 | 5 | 505 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 6 |
| Mvmt Flow | 35 | 22 | 571 | 11 | 6 | 608 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1197 | 577 | 0 | 0 | 582 |
| Stage 1 | 577 | - | - | - | - |
| Stage 2 | 620 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 353 | 591 | - | - | 1002 |
| Stage 1 | 731 | - | - | - | - |
| Stage 2 | 712 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 350 | 591 | - | - | 1002 |
| Mov Cap-2 Maneuver | 350 | - | - | - | - |
| Stage 1 | 731 | - | - | - | - |
| Stage 2 | 706 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 15 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 415 | 1002 |
| HCM Lane V/C Ratio | - | - | 0.136 | 0.006 |
| HCM Control Delay (s) | - | - | 15 | 8.6 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | ↔ | ↑ | ↔ | |
| Traffic Vol, veh/h | 847 | 18 | 171 | 836 | 23 | 113 |
| Future Vol, veh/h | 847 | 18 | 171 | 836 | 23 | 113 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 4 | 7 | 6 | 4 | 0 | 7 |
| Mvmt Flow | 901 | 19 | 182 | 889 | 24 | 120 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 0 | 0 | 920 | 0 | 2164 911 |
| Stage 1 | - | - | - | - | 911 - |
| Stage 2 | - | - | - | - | 1253 - |
| Critical Hdwy | - | - | 4.16 | - | 5.6 5.87 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.6 - |
| Critical Hdwy Stg 2 | - | - | - | - | 4.6 - |
| Follow-up Hdwy | - | - | 2.254 | - | 3.5 3.363 |
| Pot Cap-1 Maneuver | - | - | 726 | - | 85 360 |
| Stage 1 | - | - | - | - | 484 - |
| Stage 2 | - | - | - | - | 359 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 726 | - | 64 360 |
| Mov Cap-2 Maneuver | - | - | - | - | 184 - |
| Stage 1 | - | - | - | - | 484 - |
| Stage 2 | - | - | - | - | 269 - |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 2 | 26.4 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 310 | - | - | 726 | - |
| HCM Lane V/C Ratio | 0.467 | - | - | 0.251 | - |
| HCM Control Delay (s) | 26.4 | - | - | 11.6 | - |
| HCM Lane LOS | D | - | - | B | - |
| HCM 95th %tile Q(veh) | 2.4 | - | - | 1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 21.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 78 | 129 | 191 | 151 | 6 | 163 | 8 | 226 | 3 | 4 | 3 |
| Future Vol, veh/h | 0 | 78 | 129 | 191 | 151 | 6 | 163 | 8 | 226 | 3 | 4 | 3 |
| 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 11 | 5 | 7 | 8 | 17 | 4 | 0 | 6 | 0 | 25 | 0 |
| Mvmt Flow | 0 | 88 | 145 | 215 | 170 | 7 | 183 | 9 | 254 | 3 | 4 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-------|-----|
| Conflicting Flow All | 177 | 0 | 0 | 233 | 0 | 0 | 768 | 768 | 161 | 896 | 837 | 174 |
| Stage 1 | - | - | - | - | - | - | 161 | 161 | - | 604 | 604 | - |
| Stage 2 | - | - | - | - | - | - | 607 | 607 | - | 292 | 233 | - |
| Critical Hdwy | 4.1 | - | - | 4.17 | - | - | 6.34 | 5.7 | 5.86 | 6.7 | 6.35 | 6 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.34 | 4.7 | - | 5.7 | 5.35 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.34 | 4.7 | - | 5.7 | 5.35 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.263 | - | - | 3.536 | 4 | 3.354 | 3.5 | 4.225 | 3.3 |
| Pot Cap-1 Maneuver | 1411 | - | - | 1306 | - | - | 375 | 397 | 889 | 291 | 306 | 883 |
| Stage 1 | - | - | - | - | - | - | 867 | 797 | - | 523 | 485 | - |
| Stage 2 | - | - | - | - | - | - | 549 | 560 | - | 744 | 689 | - |
| Platoon blocked, % | | - | - | - | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1411 | - | - | 1306 | - | - | 317 | 324 | 889 | 175 | 250 | 883 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 317 | 324 | - | 175 | 250 | - |
| Stage 1 | - | - | - | - | - | - | 867 | 797 | - | 523 | 396 | - |
| Stage 2 | - | - | - | - | - | - | 442 | 458 | - | 525 | 689 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 4.6 | | | 46.6 | | | 18.7 | | |
| HCM LOS | | | | | | | E | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 501 | 1411 | - | - | 1306 | - | - | 274 |
| HCM Lane V/C Ratio | 0.89 | - | - | - | 0.164 | - | - | 0.041 |
| HCM Control Delay (s) | 46.6 | 0 | - | - | 8.3 | 0 | - | 18.7 |
| HCM Lane LOS | E | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 9.9 | 0 | - | - | 0.6 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 63 | 0 | 45 | 0 | 0 | 16 | 17 | 1367 | 2 | 3 | 1471 | 65 |
| Future Vol, veh/h | 63 | 0 | 45 | 0 | 0 | 16 | 17 | 1367 | 2 | 3 | 1471 | 65 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 22 | 0 | 12 | 0 | 0 | 31 | 17 | 6 | 50 | 100 | 4 | 34 |
| Mvmt Flow | 69 | 0 | 49 | 0 | 0 | 18 | 19 | 1502 | 2 | 3 | 1616 | 71 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 2447 | 3200 | 844 | 2355 | 3234 | 752 | 1687 | 0 | 0 | 1504 | 0 | 0 |
| Stage 1 | 1658 | 1658 | - | 1541 | 1541 | - | - | - | - | - | - | - |
| Stage 2 | 789 | 1542 | - | 814 | 1693 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.34 | 6.9 | 7.34 | 7.5 | 6.5 | 7.52 | 4.44 | - | - | 6.1 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.72 | 4 | 3.42 | 3.5 | 4 | 3.61 | 2.37 | - | - | 3.2 | - | - |
| Pot Cap-1 Maneuver | *97 | 0 | *473 | *103 | 0 | *487 | 635 | - | - | *549 | - | - |
| Stage 1 | *~ 69 | 130 | - | *123 | 179 | - | - | - | - | - | - | - |
| Stage 2 | *283 | 150 | - | *342 | 150 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *91 | 0 | *473 | *89 | 0 | *487 | 635 | - | - | *549 | - | - |
| Mov Cap-2 Maneuver | *91 | 0 | - | *89 | 0 | - | - | - | - | - | - | - |
| Stage 1 | *~ 67 | 129 | - | *119 | 174 | - | - | - | - | - | - | - |
| Stage 2 | *265 | 146 | - | *305 | 149 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|----|
| HCM Control Delay, s | 75 | 12.7 | 0.1 | 0 |
| HCM LOS | F | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 635 | - | - | 91 | 473 | 487 | * 549 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.761 | 0.105 | 0.036 | 0.006 | - | - |
| HCM Control Delay (s) | 10.8 | - | - | 119 | 13.5 | 12.7 | 11.6 | - | - |
| HCM Lane LOS | B | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 3.9 | 0.3 | 0.1 | 0 | - | - |

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

| 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 | 23 | 2 | 6 | 0 | 0 | 0 | 11 | 339 | 27 | 29 | 310 | 15 | |
| Future Vol, veh/h | 23 | 2 | 6 | 0 | 0 | 0 | 11 | 339 | 27 | 29 | 310 | 15 | |
| 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 | Free | Free | Free | |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None | |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - | |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 18 | 5 | 0 | |
| Mvmt Flow | 27 | 2 | 7 | 0 | 0 | 0 | 13 | 394 | 31 | 34 | 360 | 17 | |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|-----|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 873 | 888 | 369 | | | | 377 | 0 | 0 | 425 | 0 | 0 |
| Stage 1 | 437 | 437 | - | | | | - | - | - | - | - | - |
| Stage 2 | 436 | 451 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.1 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.2 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | 323 | 285 | 681 | | | | 1193 | - | - | 1054 | - | - |
| Stage 1 | 655 | 583 | - | | | | - | - | - | - | - | - |
| Stage 2 | 656 | 574 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 306 | 0 | 681 | | | | 1193 | - | - | 1054 | - | - |
| Mov Cap-2 Maneuver | 306 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 646 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 629 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 16 | 0.2 | 0.7 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1193 | - | - | 306 | 681 | 1054 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.087 | 0.014 | 0.032 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 17.9 | 10.4 | 8.5 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 35 | 362 | 0 | 0 | 324 |
| Future Vol, veh/h | 30 | 35 | 362 | 0 | 0 | 324 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 18 | 6 | 0 | 0 | 7 |
| Mvmt Flow | 34 | 40 | 411 | 0 | 0 | 368 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 779 | 411 | 0 | 0 | 411 | 0 |
| Stage 1 | 411 | - | - | - | - | - |
| Stage 2 | 368 | - | - | - | - | - |
| Critical Hdwy | 6 | 6.18 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.462 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 400 | 622 | - | - | 1159 | - |
| Stage 1 | 705 | - | - | - | - | - |
| Stage 2 | 734 | - | - | - | - | - |
| Platoon blocked, % | | | | | | |
| Mov Cap-1 Maneuver | 400 | 622 | - | - | 1159 | - |
| Mov Cap-2 Maneuver | 400 | - | - | - | - | - |
| Stage 1 | 705 | - | - | - | - | - |
| Stage 2 | 734 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.5 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 495 | 1159 |
| HCM Lane V/C Ratio | - | - | 0.149 | - |
| HCM Control Delay (s) | - | - | 13.5 | 0 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |























| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 284 | 23 | 24 | 311 | 37 | 22 |
| Future Vol, veh/h | 284 | 23 | 24 | 311 | 37 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 8 | 5 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 319 | 26 | 27 | 349 | 42 | 25 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 345 | 0 | 735 | 332 |
| Stage 1 | - | - | - | - | 332 | - |
| Stage 2 | - | - | - | - | 403 | - |
| Critical Hdwy | - | - | 4.1 | - | 7.2 | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.2 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.2 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1225 | - | 331 | 688 |
| Stage 1 | - | - | - | - | 679 | - |
| Stage 2 | - | - | - | - | 621 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1225 | - | 322 | 688 |
| Mov Cap-2 Maneuver | - | - | - | - | 322 | - |
| Stage 1 | - | - | - | - | 679 | - |
| Stage 2 | - | - | - | - | 604 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0.6 | 15.7 | | | |
| HCM LOS | | | C | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 402 | - | - | 1225 | - | |
| HCM Lane V/C Ratio | 0.165 | - | - | 0.022 | - | |
| HCM Control Delay (s) | 15.7 | - | - | 8 | 0 | |
| HCM Lane LOS | C | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 282 | 24 | 17 | 288 | 47 | 53 |
| Future Vol, veh/h | 282 | 24 | 17 | 288 | 47 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 7 | 4 | 31 | 5 | 13 | 4 |
| Mvmt Flow | 320 | 27 | 19 | 327 | 53 | 60 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 347 | 0 | 699 334 |
| Stage 1 | - | - | - | - | 334 - |
| Stage 2 | - | - | - | - | 365 - |
| Critical Hdwy | - | - | 4.41 | - | 5.33 5.64 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.33 - |
| Critical Hdwy Stg 2 | - | - | - | - | 4.33 - |
| Follow-up Hdwy | - | - | 2.479 | - | 3.617 3.336 |
| Pot Cap-1 Maneuver | - | - | 1067 | - | 492 744 |
| Stage 1 | - | - | - | - | 784 - |
| Stage 2 | - | - | - | - | 766 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1067 | - | 481 744 |
| Mov Cap-2 Maneuver | - | - | - | - | 481 - |
| Stage 1 | - | - | - | - | 784 - |
| Stage 2 | - | - | - | - | 749 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.5 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 592 | - | - | 1067 | - |
| HCM Lane V/C Ratio | 0.192 | - | - | 0.018 | - |
| HCM Control Delay (s) | 12.5 | - | - | 8.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.1 | - |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  | |  |  | |
| Traffic Volume (vph) | 211 | 491 | 47 | 129 | 513 | 126 | 125 | 218 | 59 | 157 | 200 | 160 |
| Future Volume (vph) | 211 | 491 | 47 | 129 | 513 | 126 | 125 | 218 | 59 | 157 | 200 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Frt | | | 0.850 | | | 0.850 | | 0.968 | | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1662 | 1749 | 1432 | 1752 | 1727 | 1357 | 1901 | 1747 | 0 | 1699 | 1760 | 0 |
| Flt Permitted | 0.116 | | | 0.117 | | | 0.143 | | | 0.288 | | |
| Satd. Flow (perm) | 203 | 1749 | 1432 | 216 | 1727 | 1324 | 286 | 1747 | 0 | 514 | 1760 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 154 | | 11 | | | | 34 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | 1 | | 2 | 2 | | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 5% | 5% | 9% | 3% | 10% | 19% | 6% | 5% | 11% | 12% | 6% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 257 | 599 | 57 | 157 | 626 | 154 | 152 | 338 | 0 | 191 | 439 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | | 15.0 | 40.0 | |
| Total Split (%) | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | | 12.6% | 33.6% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | | 9.0 | 34.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 2 | | | 2 | | | 3 | | | 3 | |
| Act Effct Green (s) | 43.7 | 35.7 | 49.2 | 43.1 | 35.4 | 43.3 | 36.4 | 27.9 | | 37.3 | 28.3 | |
| Actuated g/C Ratio | 0.41 | 0.33 | 0.46 | 0.40 | 0.33 | 0.40 | 0.34 | 0.26 | | 0.35 | 0.26 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 8% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|-------|------|------|------|-----|------|------|-----|
| v/c Ratio | 1.25 | 1.03 | 0.08 | 0.74 | 1.10 | 0.25 | 0.68 | 0.73 | | 0.69 | 0.90 | |
| Control Delay | 174.0 | 83.1 | 0.2 | 44.5 | 104.7 | 4.6 | 38.5 | 45.9 | | 38.4 | 58.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 174.0 | 83.1 | 0.2 | 44.5 | 104.7 | 4.6 | 38.5 | 45.9 | | 38.4 | 58.4 | |
| LOS | F | F | A | D | F | A | D | D | | D | E | |
| Approach Delay | | 103.5 | | | 78.2 | | | 43.6 | | | 52.3 | |
| Approach LOS | | F | | | E | | | D | | | D | |
| Queue Length 50th (ft) | ~172 | ~452 | 0 | 61 | ~496 | 0 | 63 | 197 | | 82 | 261 | |
| Queue Length 95th (ft) | #337 | #580 | 0 | #148 | #657 | 30 | 108 | 288 | | 136 | 372 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 205 | 579 | 735 | 216 | 567 | 628 | 234 | 564 | | 278 | 584 | |
| 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 | 1.25 | 1.03 | 0.08 | 0.73 | 1.10 | 0.25 | 0.65 | 0.60 | | 0.69 | 0.75 | |

Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 107.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 74.8
 Intersection Capacity Utilization 86.0%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

~ 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: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|---------------------|-------------------------|---------------------|------------------------|
| #10 Ø9f Ø1 15 s | #10 → Ø2 40 s | #10 #15 ↙ Ø3 15 s | #10 ↓ Ø4 40 s | #10 #15 ← Ø5 9 s |
| #10 ↗ Ø5 15 s | #10 ← Ø6 40 s | #10 #15 ↘ Ø7 15 s | #10 ↑ Ø8 40 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 475 | 336 | 19 | 83 | 259 | 312 | 46 | 575 | 113 | 460 | 371 | 525 |
| Future Volume (vph) | 475 | 336 | 19 | 83 | 259 | 312 | 46 | 575 | 113 | 460 | 371 | 525 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | 0.850 | | | 0.850 | | 0.975 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1775 | 1724 | 1168 | 1811 | 1761 | 1299 | 1555 | 3343 | 0 | 1656 | 1627 | 1383 |
| Fl _t Permitted | 0.148 | | | 0.555 | | | 0.188 | | | 0.131 | | |
| Satd. Flow (perm) | 276 | 1724 | 1168 | 1058 | 1761 | 1299 | 308 | 3343 | 0 | 228 | 1627 | 1383 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 11 | | | | 402 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 3% | 8% | 31% | 4% | 9% | 13% | 15% | 4% | 6% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 485 | 343 | 19 | 85 | 264 | 318 | 47 | 702 | 0 | 469 | 379 | 536 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 9.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 57.2 | 49.4 | 77.4 | 30.4 | 27.7 | 52.2 | 70.6 | 40.1 | | 65.6 | 36.6 | 66.7 |
| Actuated g/C Ratio | 0.38 | 0.33 | 0.52 | 0.20 | 0.18 | 0.35 | 0.47 | 0.27 | | 0.44 | 0.24 | 0.44 |
| v/c Ratio | 1.19 | 0.60 | 0.03 | 0.33 | 0.81 | 0.71 | 0.11 | 0.78 | | 1.22 | 0.95 | 0.64 |
| Control Delay | 149.2 | 43.7 | 0.1 | 38.3 | 68.3 | 34.9 | 27.8 | 57.8 | | 163.7 | 90.6 | 7.4 |

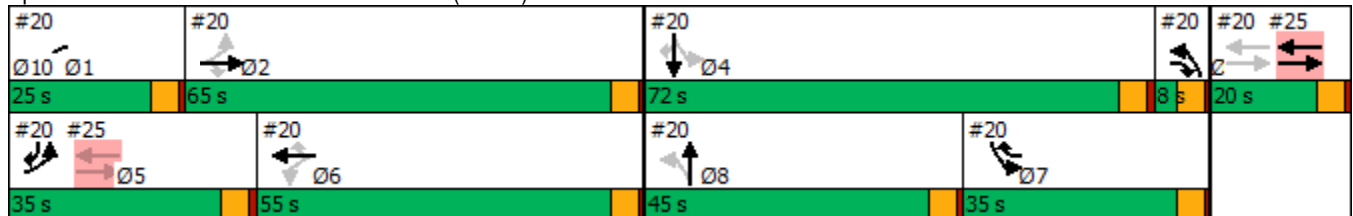
| | |
|-------------------------|------|
| Lane Group | Ø10 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Lane Width (ft) | |
| Grade (%) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Frt | |
| 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) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| 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 | 149.2 | 43.7 | 0.1 | 38.3 | 68.3 | 34.9 | 27.8 | 57.8 | | 163.7 | 90.6 | 7.4 |
| LOS | F | D | A | D | E | C | C | E | | F | F | A |
| Approach Delay | | 103.1 | | | 48.6 | | | 56.0 | | | 83.2 | |
| Approach LOS | | F | | | D | | | E | | | F | |
| Queue Length 50th (ft) | ~485 | 273 | 0 | 49 | 246 | 129 | 22 | 323 | | ~496 | ~386 | 42 |
| Queue Length 95th (ft) | #842 | 321 | 0 | 104 | 240 | 225 | 54 | 454 | | #792 | 496 | 104 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 406 | 757 | 650 | 397 | 655 | 451 | 424 | 902 | | 386 | 729 | 838 |
| 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 | 1.19 | 0.45 | 0.03 | 0.21 | 0.40 | 0.71 | 0.11 | 0.78 | | 1.22 | 0.52 | 0.64 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 150
 Natural Cycle: 140
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 75.9
 Intersection LOS: E
 Intersection Capacity Utilization 101.6%
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 351 | 6 | 457 | 0 | 0 | 0 | 0 | 715 | 707 | 402 | 889 | 0 |
| Future Volume (vph) | 351 | 6 | 457 | 0 | 0 | 0 | 0 | 715 | 707 | 402 | 889 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | 0.850 | | |
| Flt Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1562 | 1346 | 0 | 0 | 0 | 0 | 3042 | 1632 | 3519 | 3458 | 0 |
| Flt Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1562 | 1346 | 0 | 0 | 0 | 0 | 3042 | 1632 | 3519 | 3458 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 482 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | | 505 |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | | 11.5 |
| 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 (%) | 13% | 13% | 17% | 0% | 0% | 0% | 0% | 13% | 4% | 2% | 7% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 361 | 462 | 0 | 0 | 0 | 0 | 722 | 714 | 406 | 898 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | | | | | 21.0 | 21.0 | 18.0 | 39.0 | |
| Total Split (%) | 48.0% | 48.0% | 48.0% | | | | | 28.0% | 28.0% | 24.0% | 52.0% | |
| Maximum Green (s) | 31.0 | 31.0 | 31.0 | | | | | 16.0 | 16.0 | 13.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 25.5 | 25.5 | | | | | 22.3 | 22.3 | 12.1 | 39.5 | |
| Actuated g/C Ratio | | 0.34 | 0.34 | | | | | 0.30 | 0.30 | 0.16 | 0.53 | |
| v/c Ratio | | 0.68 | 0.88 | | | | | 0.80 | 0.87 | 0.71 | 0.49 | |
| Control Delay | | 27.2 | 36.4 | | | | | 31.1 | 22.4 | 34.1 | 9.9 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 27.2 | 36.4 | | | | | 31.1 | 22.4 | 34.1 | 9.9 | |
| LOS | | C | D | | | | | C | C | C | A | |






















| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|-----|-----|-----|-----|------|------|------|-----|------|
| Approach Delay | | 32.4 | | | | | | 26.8 | | | | 17.4 |
| Approach LOS | | C | | | | | | C | | | | B |
| Queue Length 50th (ft) | | 135 | 151 | | | | | 172 | 164 | 80 | | 81 |
| Queue Length 95th (ft) | | 206 | #293 | | | | | #304 | #333 | m114 | | 181 |
| Internal Link Dist (ft) | | 866 | | | 320 | | | 124 | | | | 425 |
| Turn Bay Length (ft) | | | | | | | | | 80 | 150 | | |
| Base Capacity (vph) | | 645 | 616 | | | | | 905 | 824 | 609 | | 1819 |
| 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 | | 0.56 | 0.75 | | | | | 0.80 | 0.87 | 0.67 | | 0.49 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 24.6 Intersection LOS: C
 Intersection Capacity Utilization 87.5% 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: North Airmont Road (CR 89) & I-87 SB/I-287 EB Off-Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  |  |
| Traffic Volume (veh/h) | 351 | 6 | 457 | 0 | 0 | 0 | 0 | 715 | 707 | 402 | 889 | 0 |
| Future Volume (veh/h) | 351 | 6 | 457 | 0 | 0 | 0 | 0 | 715 | 707 | 402 | 889 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1560 | 1560 | 1501 | | | | 0 | 1654 | 1859 | 2067 | 1992 | 0 |
| Adj Flow Rate, veh/h | 355 | 6 | 462 | | | | 0 | 722 | 0 | 406 | 898 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 13 | 13 | 17 | | | | 0 | 13 | 4 | 2 | 7 | 0 |
| Cap, veh/h | 565 | 10 | 492 | | | | 0 | 870 | | 522 | 1817 | 0 |
| Arrive On Green | 0.39 | 0.39 | 0.39 | | | | 0.00 | 0.55 | 0.00 | 0.05 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1462 | 25 | 1272 | | | | 0 | 3226 | 1576 | 3818 | 3884 | 0 |
| Grp Volume(v), veh/h | 361 | 0 | 462 | | | | 0 | 722 | 0 | 406 | 898 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1487 | 0 | 1272 | | | | 0 | 1572 | 1576 | 1909 | 1892 | 0 |
| Q Serve(g_s), s | 14.8 | 0.0 | 26.2 | | | | 0.0 | 14.2 | 0.0 | 7.9 | 16.3 | 0.0 |
| Cycle Q Clear(g_c), s | 14.8 | 0.0 | 26.2 | | | | 0.0 | 14.2 | 0.0 | 7.9 | 16.3 | 0.0 |
| Prop In Lane | 0.98 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 575 | 0 | 492 | | | | 0 | 870 | | 522 | 1817 | 0 |
| V/C Ratio(X) | 0.63 | 0.00 | 0.94 | | | | 0.00 | 0.83 | | 0.78 | 0.49 | 0.00 |
| Avail Cap(c_a), veh/h | 615 | 0 | 526 | | | | 0 | 870 | | 662 | 1817 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 2.00 | 2.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.57 | 0.57 | 0.00 |
| Uniform Delay (d), s/veh | 18.6 | 0.0 | 22.2 | | | | 0.0 | 15.3 | 0.0 | 34.7 | 23.2 | 0.0 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 23.7 | | | | 0.0 | 9.0 | 0.0 | 1.9 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 8.6 | 0.0 | 15.7 | | | | 0.0 | 7.6 | 0.0 | 6.5 | 11.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.9 | 0.0 | 45.8 | | | | 0.0 | 24.3 | 0.0 | 36.6 | 23.8 | 0.0 |
| LnGrp LOS | B | A | D | | | | A | C | | D | C | A |
| Approach Vol, veh/h | | 823 | | | | | | 722 | | | 1304 | |
| Approach Delay, s/veh | | 34.5 | | | | | | 24.3 | | | 27.8 | |
| Approach LOS | | C | | | | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 4 | 6 | | | | | | | | |
| Phs Duration (G+Y+Rc), s | 15.3 | 25.8 | 34.0 | 41.0 | | | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | | | | | | | | |
| Max Green Setting (Gmax), s | 13.0 | 16.0 | 31.0 | 34.0 | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | 9.9 | 0.0 | 28.2 | 0.0 | | | | | | | | |
| Green Ext Time (p_c), s | 0.4 | 0.0 | 0.7 | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 28.8 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 646 | 1 | 321 | 333 | 733 | 0 | 0 | 645 | 293 |
| Future Volume (vph) | 0 | 0 | 0 | 646 | 1 | 321 | 333 | 733 | 0 | 0 | 645 | 293 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.98 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.952 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 1355 | 2979 | 0 | 0 | 3628 | 1534 |
| Fl _t Permitted | | | | 0.950 | 0.952 | | 0.146 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 208 | 2979 | 0 | 0 | 3628 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 102 | | | | | | 401 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 0% | 4% | 23% | 8% | 0% | 0% | 3% | 9% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 442 | 444 | 440 | 456 | 1004 | 0 | 0 | 884 | 401 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 31.0 | 31.0 | 31.0 | 15.0 | 44.0 | | | 29.0 | 29.0 |
| Total Split (%) | | | | 41.3% | 41.3% | 41.3% | 20.0% | 58.7% | | | 38.7% | 38.7% |
| Maximum Green (s) | | | | 26.0 | 26.0 | 26.0 | 10.0 | 39.0 | | | 24.0 | 24.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 23.8 | 23.8 | 23.8 | 41.2 | 41.2 | | | 26.2 | 26.2 |
| Actuated g/C Ratio | | | | 0.32 | 0.32 | 0.32 | 0.55 | 0.55 | | | 0.35 | 0.35 |
| v/c Ratio | | | | 0.88 | 0.88 | 0.78 | 1.71 | 0.61 | | | 0.70 | 0.51 |
| Control Delay | | | | 44.1 | 44.3 | 28.2 | 350.7 | 13.0 | | | 28.0 | 9.5 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|-------|-----|-----|------|------|
| Total Delay | | | | 44.1 | 44.3 | 28.2 | 350.7 | 13.0 | | | 28.0 | 9.5 |
| LOS | | | | D | D | C | F | B | | | C | A |
| Approach Delay | | | | | 38.9 | | | 118.5 | | | 22.2 | |
| Approach LOS | | | | | D | | | F | | | C | |
| Queue Length 50th (ft) | | | | 192 | 193 | 135 | ~293 | 188 | | | 171 | 9 |
| Queue Length 95th (ft) | | | | 228 | 228 | 167 | #349 | 185 | | | 224 | 67 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 550 | 551 | 605 | 267 | 1635 | | | 1266 | 784 |
| 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 | 0.81 | 0.73 | 1.71 | 0.61 | | | 0.70 | 0.51 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 46 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.71
 Intersection Signal Delay: 62.2
 Intersection LOS: E
 Intersection Capacity Utilization 87.5%
 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: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 32 | 24 | 0 | 20 | 36 | 1314 | 12 | 22 | 1300 | 5 |
| Future Volume (vph) | 66 | 0 | 32 | 24 | 0 | 20 | 36 | 1314 | 12 | 22 | 1300 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.955 | | | 0.939 | | | 0.999 | | | 0.999 | |
| Flt Protected | | 0.968 | | | 0.973 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 0 | 0 | 1713 | 0 | 1574 | 3322 | 0 | 1718 | 3260 | 0 |
| Flt Permitted | | 0.816 | | | 0.841 | | 0.115 | | | 0.128 | | |
| Satd. Flow (perm) | 0 | 1454 | 0 | 0 | 1481 | 0 | 191 | 3322 | 0 | 232 | 3260 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 73 | | | 73 | | | 1 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | 427 | |
| Travel Time (s) | | 5.0 | | | 12.6 | | | 4.2 | | | 9.7 | |
| 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 (%) | 2% | 0% | 22% | 0% | 0% | 18% | 7% | 5% | 0% | 0% | 9% | 25% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 109 | 0 | 0 | 49 | 0 | 40 | 1473 | 0 | 24 | 1450 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.5 | 1.0 | | 0.5 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 11.5 | | | 11.5 | | 56.7 | 53.5 | | 55.9 | 50.7 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.76 | 0.71 | | 0.75 | 0.68 | |
| v/c Ratio | | 0.38 | | | 0.17 | | 0.12 | 0.62 | | 0.06 | 0.66 | |
| Control Delay | | 15.7 | | | 5.0 | | 4.0 | 11.3 | | 3.1 | 10.1 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 15.7 | | | 5.0 | | 4.0 | 11.3 | | 3.1 | 10.1 | |
| LOS | | B | | | A | | A | B | | A | B | |
| Approach Delay | | 15.7 | | | 5.0 | | | 11.2 | | | 10.0 | |
| Approach LOS | | B | | | A | | | B | | | A | |
| Queue Length 50th (ft) | | 15 | | | 0 | | 4 | 118 | | 2 | 194 | |
| Queue Length 95th (ft) | | 54 | | | 17 | | 13 | #427 | | m6 | #276 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 441 | | | 448 | | 348 | 2368 | | 392 | 2202 | |
| 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 | | 0.25 | | | 0.11 | | 0.11 | 0.62 | | 0.06 | 0.66 | |

Intersection Summary



















Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
























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: 50: North Airmont Road (CR 89) & North DeBaun Avenue



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  | |
| Traffic Volume (veh/h) | 66 | 0 | 32 | 24 | 0 | 20 | 36 | 1314 | 12 | 22 | 1300 | 5 |
| Future Volume (veh/h) | 66 | 0 | 32 | 24 | 0 | 20 | 36 | 1314 | 12 | 22 | 1300 | 5 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1945 | 1976 | 1637 | 1976 | 1976 | 1699 | 1796 | 1826 | 1900 | 2057 | 1922 | 1682 |
| Adj Flow Rate, veh/h | 73 | 0 | 36 | 27 | 0 | 22 | 40 | 1460 | 13 | 24 | 1444 | 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 |
| Percent Heavy Veh, % | 2 | 0 | 22 | 0 | 0 | 18 | 7 | 5 | 0 | 0 | 9 | 25 |
| Cap, veh/h | 201 | 16 | 68 | 174 | 21 | 98 | 449 | 2323 | 21 | 364 | 2373 | 10 |
| Arrive On Green | 0.13 | 0.00 | 0.13 | 0.13 | 0.00 | 0.13 | 0.08 | 0.66 | 0.66 | 0.10 | 1.00 | 1.00 |
| Sat Flow, veh/h | 942 | 127 | 527 | 774 | 167 | 767 | 1711 | 3523 | 31 | 1959 | 3730 | 15 |
| Grp Volume(v), veh/h | 109 | 0 | 0 | 49 | 0 | 0 | 40 | 718 | 755 | 24 | 707 | 743 |
| Grp Sat Flow(s),veh/h/ln | 1597 | 0 | 0 | 1707 | 0 | 0 | 1711 | 1735 | 1820 | 1959 | 1826 | 1919 |
| Q Serve(g_s), s | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 18.1 | 18.1 | 0.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.6 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.5 | 18.1 | 18.1 | 0.3 | 0.0 | 0.0 |
| Prop In Lane | 0.67 | | 0.33 | 0.55 | | 0.45 | 1.00 | | 0.02 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 285 | 0 | 0 | 294 | 0 | 0 | 449 | 1143 | 1200 | 364 | 1162 | 1221 |
| V/C Ratio(X) | 0.38 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.09 | 0.63 | 0.63 | 0.07 | 0.61 | 0.61 |
| Avail Cap(c_a), veh/h | 497 | 0 | 0 | 507 | 0 | 0 | 571 | 1143 | 1200 | 548 | 1162 | 1221 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.4 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | 3.2 | 7.4 | 7.4 | 5.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.3 | 2.6 | 2.5 | 0.3 | 2.4 | 2.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.7 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.3 | 10.0 | 10.4 | 0.2 | 1.4 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.4 | 0.0 | 0.0 | 30.2 | 0.0 | 0.0 | 3.5 | 10.1 | 9.9 | 5.5 | 2.4 | 2.3 |
| LnGrp LOS | C | A | A | C | A | A | A | B | A | A | A | A |
| Approach Vol, veh/h | | 109 | | | 49 | | | 1513 | | | 1474 | |
| Approach Delay, s/veh | | 33.4 | | | 30.2 | | | 9.8 | | | 2.4 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.9 | 53.4 | | 13.6 | 9.7 | 51.7 | | 13.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 20.1 | | 6.6 | 2.5 | 2.0 | | 3.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 10.8 | | 0.9 | 0.1 | 24.6 | | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 7.5 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 114 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 141 |
| Future Volume (vph) | 114 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 141 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | | 0.850 | | 0.981 | | | 0.973 |
| Flt Protected | | 0.960 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1728 | 1433 | 1797 | 913 | 1242 | 1645 | 3224 | 0 | 1762 | 3411 | 0 |
| Flt Permitted | | 0.759 | | 0.628 | | | 0.214 | | | 0.387 | | |
| Satd. Flow (perm) | 0 | 1366 | 1433 | 1188 | 913 | 1242 | 371 | 3224 | 0 | 718 | 3411 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 91 | | | 102 | | | 25 | | | 40 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | | 587 |
| Travel Time (s) | | 15.5 | | | 10.2 | | | 17.8 | | | | 13.3 |
| 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 (%) | 1% | 9% | 2% | 0% | 100% | 25% | 5% | 10% | 0% | 8% | 8% | 11% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 154 | 400 | 16 | 7 | 14 | 207 | 695 | 0 | 37 | 881 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 14.3 | 29.4 | 14.3 | 14.3 | 14.3 | 50.3 | 43.7 | | 41.9 | 35.6 | |
| Actuated g/C Ratio | | 0.19 | 0.39 | 0.19 | 0.19 | 0.19 | 0.67 | 0.58 | | 0.56 | 0.47 | |
| v/c Ratio | | 0.59 | 0.65 | 0.07 | 0.04 | 0.04 | 0.49 | 0.37 | | 0.08 | 0.54 | |
| Control Delay | | 36.5 | 18.6 | 23.2 | 22.7 | 0.2 | 10.8 | 5.2 | | 6.1 | 15.9 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 36.5 | 18.6 | 23.2 | 22.7 | 0.2 | 10.8 | 5.2 | | 6.1 | 15.9 | |
| LOS | | D | B | C | C | A | B | A | | A | B | |

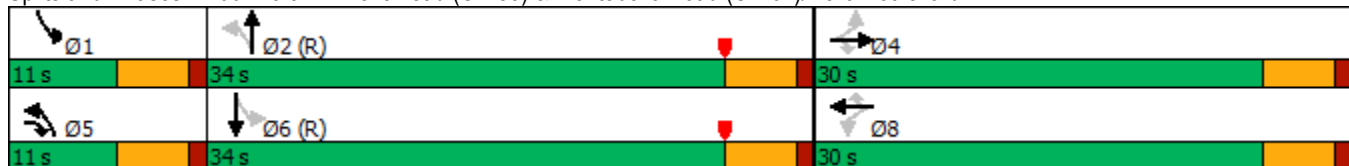

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|-----|------|
| Approach Delay | | 23.6 | | | 14.4 | | | 6.5 | | | | 15.5 |
| Approach LOS | | C | | | B | | | A | | | | B |
| Queue Length 50th (ft) | | 66 | 114 | 6 | 3 | 0 | 15 | 50 | | 5 | | 135 |
| Queue Length 95th (ft) | | 113 | 173 | 20 | 12 | 0 | m70 | 75 | | 17 | | 226 |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | | 507 |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 455 | 617 | 396 | 304 | 482 | 419 | 1887 | | 491 | | 1639 |
| 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 | 0.65 | 0.04 | 0.02 | 0.03 | 0.49 | 0.37 | | 0.08 | | 0.54 |




Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 65.6%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 114 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 141 |
| Future Volume (veh/h) | 114 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 141 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1673 | 1555 | 1658 | 2136 | 635 | 1761 | 1802 | 1728 | 1876 | 2015 | 2015 | 1892 |
| Adj Flow Rate, veh/h | 127 | 27 | 400 | 16 | 7 | 14 | 207 | 607 | 88 | 37 | 724 | 157 |
| 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 |
| Percent Heavy Veh, % | 1 | 9 | 2 | 0 | 100 | 25 | 5 | 10 | 0 | 8 | 8 | 11 |
| Cap, veh/h | 369 | 69 | 520 | 299 | 184 | 432 | 390 | 1366 | 198 | 512 | 1346 | 292 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.16 | 0.95 | 0.95 | 0.04 | 0.43 | 0.43 |
| Sat Flow, veh/h | 971 | 237 | 1405 | 1097 | 635 | 1492 | 1717 | 2879 | 416 | 1919 | 3128 | 678 |
| Grp Volume(v), veh/h | 154 | 0 | 400 | 16 | 7 | 14 | 207 | 346 | 349 | 37 | 443 | 438 |
| Grp Sat Flow(s),veh/h/ln | 1208 | 0 | 1405 | 1097 | 635 | 1492 | 1717 | 1642 | 1653 | 1919 | 1914 | 1893 |
| Q Serve(g_s), s | 7.2 | 0.0 | 18.8 | 0.9 | 0.6 | 0.5 | 5.3 | 1.4 | 1.4 | 0.8 | 12.9 | 12.9 |
| Cycle Q Clear(g_c), s | 7.8 | 0.0 | 18.8 | 8.7 | 0.6 | 0.5 | 5.3 | 1.4 | 1.4 | 0.8 | 12.9 | 12.9 |
| Prop In Lane | 0.82 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 0.36 |
| Lane Grp Cap(c), veh/h | 438 | 0 | 520 | 299 | 184 | 432 | 390 | 779 | 784 | 512 | 824 | 814 |
| V/C Ratio(X) | 0.35 | 0.00 | 0.77 | 0.05 | 0.04 | 0.03 | 0.53 | 0.44 | 0.45 | 0.07 | 0.54 | 0.54 |
| Avail Cap(c_a), veh/h | 490 | 0 | 581 | 347 | 212 | 497 | 390 | 779 | 784 | 597 | 824 | 814 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.69 | 0.69 | 0.69 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.7 | 0.0 | 20.8 | 25.2 | 19.1 | 19.1 | 10.8 | 1.0 | 1.0 | 10.9 | 15.8 | 15.8 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 5.6 | 0.1 | 0.1 | 0.0 | 0.9 | 1.3 | 1.3 | 0.1 | 2.5 | 2.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.9 | 0.0 | 10.7 | 0.4 | 0.2 | 0.3 | 2.9 | 1.0 | 1.0 | 0.6 | 9.7 | 9.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.2 | 0.0 | 26.4 | 25.3 | 19.2 | 19.1 | 11.7 | 2.3 | 2.3 | 11.0 | 18.3 | 18.4 |
| LnGrp LOS | C | A | C | C | B | B | B | A | A | B | B | B |
| Approach Vol, veh/h | | 554 | | | 37 | | | 902 | | | 918 | |
| Approach Delay, s/veh | | 25.3 | | | 21.8 | | | 4.5 | | | 18.1 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 40.6 | | 26.7 | 11.0 | 37.3 | | 26.7 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 3.4 | | 20.8 | 7.3 | 14.9 | | 10.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.5 | | 0.9 | 0.0 | 2.9 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 14.7 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|---|------|---|------|------|---|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Traffic Vol, veh/h | 8 | 10 | 469 | 16 | 10 | 539 |
| Future Vol, veh/h | 8 | 10 | 469 | 16 | 10 | 539 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 9 | 0 | 0 | 7 |
| Mvmt Flow | 13 | 16 | 744 | 25 | 16 | 856 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 1645 | 757 | 0 | 0 | 769 |
| Stage 1 | 757 | - | - | - | - |
| Stage 2 | 888 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 230 | 486 | - | - | 854 |
| Stage 1 | 654 | - | - | - | - |
| Stage 2 | 601 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 222 | 486 | - | - | 854 |
| Mov Cap-2 Maneuver | 222 | - | - | - | - |
| Stage 1 | 654 | - | - | - | - |
| Stage 2 | 579 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 17.4 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 318 | 854 |
| HCM Lane V/C Ratio | - | - | 0.09 | 0.019 |
| HCM Control Delay (s) | - | - | 17.4 | 9.3 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

Intersection

Int Delay, s/veh 2.2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑ | | ↑ | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 686 | 21 | 76 | 754 | 14 | 144 |
| Future Vol, veh/h | 686 | 21 | 76 | 754 | 14 | 144 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 7 | 6 | 11 | 9 | 17 | 3 |
| Mvmt Flow | 715 | 22 | 79 | 785 | 15 | 150 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 737 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.21 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.299 |
| Pot Cap-1 Maneuver | - | - | 829 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 829 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.9 | 18.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 430 | - | - | 829 | - |
| HCM Lane V/C Ratio | 0.383 | - | - | 0.095 | - |
| HCM Control Delay (s) | 18.5 | - | - | 9.8 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 0.3 | - |

Intersection

Int Delay, s/veh 61.9

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 142 | 211 | 285 | 72 | 2 | 89 | 2 | 182 | 2 | 2 | 0 |
| Future Vol, veh/h | 0 | 142 | 211 | 285 | 72 | 2 | 89 | 2 | 182 | 2 | 2 | 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 |
| Heavy Vehicles, % | 0 | 5 | 11 | 8 | 7 | 0 | 12 | 0 | 12 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 197 | 293 | 396 | 100 | 3 | 124 | 3 | 253 | 3 | 3 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|------|-------|------|------|-----|
| Conflicting Flow All | 103 | 0 | 0 | 490 | 0 | 0 | 1239 | 1239 | 344 | 1366 | 1384 | 102 |
| Stage 1 | - | - | - | - | - | - | 344 | 344 | - | 894 | 894 | - |
| Stage 2 | - | - | - | - | - | - | 895 | 895 | - | 472 | 490 | - |
| Critical Hdwy | 4.1 | - | - | 4.18 | - | - | 6.42 | 5.7 | 5.92 | 6.7 | 6.1 | 6 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 4.7 | - | 5.7 | 5.1 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 4.7 | - | 5.7 | 5.1 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.272 | - | - | 3.608 | 4 | 3.408 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1502 | - | - | 1043 | - | - | 191 | 233 | 703 | 146 | 169 | 964 |
| Stage 1 | - | - | - | - | - | - | 703 | 691 | - | 374 | 400 | - |
| Stage 2 | - | - | - | - | - | - | 393 | 442 | - | 607 | 583 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1502 | - | - | 1043 | - | - | 128 | 139 | 703 | 63 | 101 | 964 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 128 | 139 | - | 63 | 101 | - |
| Stage 1 | - | - | - | - | - | - | 703 | 691 | - | 374 | 239 | - |
| Stage 2 | - | - | - | - | - | - | 232 | 264 | - | 387 | 583 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-------|------|
| HCM Control Delay, s | 0 | 8.4 | 212.5 | 54.7 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 282 | 1502 | - | - | 1043 | - | - | 78 |
| HCM Lane V/C Ratio | 1.345 | - | - | - | 0.38 | - | - | 0.071 |
| HCM Control Delay (s) | 212.5 | 0 | - | - | 10.5 | 0 | - | 54.7 |
| HCM Lane LOS | F | A | - | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 19.5 | 0 | - | - | 1.8 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 35 | 0 | 19 | 0 | 0 | 11 | 22 | 1376 | 2 | 5 | 1308 | 33 |
| Future Vol, veh/h | 35 | 0 | 19 | 0 | 0 | 11 | 22 | 1376 | 2 | 5 | 1308 | 33 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 67 | 0 | 40 | 0 | 0 | 88 | 33 | 6 | 50 | 25 | 8 | 50 |
| Mvmt Flow | 37 | 0 | 20 | 0 | 0 | 12 | 23 | 1448 | 2 | 5 | 1377 | 35 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 2175 | 2901 | 706 | 2194 | 2917 | 725 | 1412 | 0 | 0 | 1450 | 0 | 0 |
| Stage 1 | 1405 | 1405 | - | 1495 | 1495 | - | - | - | - | - | - | - |
| Stage 2 | 770 | 1496 | - | 699 | 1422 | - | - | - | - | - | - | - |
| Critical Hdwy | 9.24 | 6.9 | 7.9 | 7.5 | 6.5 | 8.66 | 4.76 | - | - | 4.6 | - | - |
| Critical Hdwy Stg 1 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.17 | 4 | 3.7 | 3.5 | 4 | 4.18 | 2.53 | - | - | 2.45 | - | - |
| Pot Cap-1 Maneuver | *86 | 5 | *474 | *103 | 5 | *420 | *695 | - | - | *717 | - | - |
| Stage 1 | *70 | 178 | - | *131 | 188 | - | - | - | - | - | - | - |
| Stage 2 | *224 | 159 | - | *401 | 204 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *81 | 5 | *474 | *95 | 5 | *420 | *695 | - | - | *717 | - | - |
| Mov Cap-2 Maneuver | *81 | 5 | - | *95 | 5 | - | - | - | - | - | - | - |
| Stage 1 | *68 | 177 | - | *127 | 182 | - | - | - | - | - | - | - |
| Stage 2 | *211 | 154 | - | *381 | 203 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 57.8 | 13.8 | 0.2 | 0 |
| HCM LOS | F | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | *695 | - | - | 81 | 474 | 420 | *717 | - | - |
| HCM Lane V/C Ratio | 0.033 | - | - | 0.455 | 0.042 | 0.028 | 0.007 | - | - |
| HCM Control Delay (s) | 10.4 | - | - | 82.2 | 12.9 | 13.8 | 10.1 | - | - |
| HCM Lane LOS | B | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.9 | 0.1 | 0.1 | 0 | - | - |

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

| 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 | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 244 | 55 | 48 | 469 | 5 |
| Future Vol, veh/h | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 244 | 55 | 48 | 469 | 5 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 17 | 35 | 13 | 0 |
| Mvmt Flow | 14 | 3 | 14 | 0 | 0 | 0 | 15 | 370 | 83 | 73 | 711 | 8 |




| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|------|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 1303 | 1344 | 715 | | | | 719 | 0 | 0 | 453 | 0 | 0 |
| Stage 1 | 861 | 861 | - | | | | - | - | - | - | - | - |
| Stage 2 | 442 | 483 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.2 | - | - | 4.45 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.29 | - | - | 2.515 | - | - |
| Pot Cap-1 Maneuver | 179 | 153 | 434 | | | | 847 | - | - | 954 | - | - |
| Stage 1 | 417 | 375 | - | | | | - | - | - | - | - | - |
| Stage 2 | 652 | 556 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 153 | 0 | 434 | | | | 847 | - | - | 954 | - | - |
| Mov Cap-2 Maneuver | 153 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 407 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 569 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|-----|
| HCM Control Delay, s | 21.3 | 0.3 | 0.8 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 847 | - | - | 153 | 434 | 954 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.089 | 0.038 | 0.076 | - | - |
| HCM Control Delay (s) | 9.3 | 0 | - | 30.8 | 13.6 | 9.1 | 0 | - |
| HCM Lane LOS | A | A | - | D | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | 0.1 | 0.2 | - | - |

Intersection

Int Delay, s/veh 1

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|---|------|---|------|------|---|
| Lane Configurations |  | |  | | |  |
| Traffic Vol, veh/h | 24 | 20 | 253 | 0 | 0 | 498 |
| Future Vol, veh/h | 24 | 20 | 253 | 0 | 0 | 498 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 70 | 47 | 6 | 0 | 0 | 10 |
| Mvmt Flow | 32 | 27 | 337 | 0 | 0 | 664 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1001 | 337 | 0 |
| Stage 1 | 337 | - | - |
| Stage 2 | 664 | - | - |
| Critical Hdwy | 6.7 | 6.47 | - |
| Critical Hdwy Stg 1 | 5.7 | - | - |
| Critical Hdwy Stg 2 | 5.7 | - | - |
| Follow-up Hdwy | 4.13 | 3.723 | - |
| Pot Cap-1 Maneuver | 228 | 625 | - |
| Stage 1 | 616 | - | - |
| Stage 2 | 435 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 228 | 625 | - |
| Mov Cap-2 Maneuver | 228 | - | - |
| Stage 1 | 616 | - | - |
| Stage 2 | 435 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 18.7 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 321 | 1234 |
| HCM Lane V/C Ratio | - | - | 0.183 | - |
| HCM Control Delay (s) | - | - | 18.7 | 0 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 |

Intersection

Int Delay, s/veh 2.9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 305 | 21 | 8 | 316 | 43 | 46 |
| Future Vol, veh/h | 305 | 21 | 8 | 316 | 43 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 9 | 15 | 50 | 14 | 5 | 16 |
| Mvmt Flow | 449 | 31 | 12 | 465 | 63 | 68 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 480 | 0 | 954 |
| Stage 1 | - | - | - | - | 465 |
| Stage 2 | - | - | - | - | 489 |
| Critical Hdwy | - | - | 4.6 | - | 7.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.25 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.25 |
| Follow-up Hdwy | - | - | 2.65 | - | 3.545 |
| Pot Cap-1 Maneuver | - | - | 873 | - | 229 |
| Stage 1 | - | - | - | - | 565 |
| Stage 2 | - | - | - | - | 547 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 873 | - | 225 |
| Mov Cap-2 Maneuver | - | - | - | - | 225 |
| Stage 1 | - | - | - | - | 565 |
| Stage 2 | - | - | - | - | 537 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 23.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 322 | - | - | 873 | - |
| HCM Lane V/C Ratio | 0.406 | - | - | 0.013 | - |
| HCM Control Delay (s) | 23.6 | - | - | 9.2 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.9 | - | - | 0 | - |

Intersection

Int Delay, s/veh 2.1

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 282 | 69 | 67 | 286 | 38 | 35 |
| Future Vol, veh/h | 282 | 69 | 67 | 286 | 38 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 6 | 18 | 5 | 18 | 16 | 21 |
| Mvmt Flow | 328 | 80 | 78 | 333 | 44 | 41 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 408 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.15 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.245 |
| Pot Cap-1 Maneuver | - | - | 1135 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1135 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.6 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 479 | - | - | 1135 | - |
| HCM Lane V/C Ratio | 0.177 | - | - | 0.069 | - |
| HCM Control Delay (s) | 14.1 | - | - | 8.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 6 | 12 | 37 | 442 | 537 | 22 |
| Future Vol, veh/h | 6 | 12 | 37 | 442 | 537 | 22 |
| 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, % | 4 | - | - | 2 | -2 | - |
| Peak Hour Factor | 62 | 62 | 62 | 62 | 62 | 62 |
| Heavy Vehicles, % | 0 | 25 | 22 | 7 | 7 | 0 |
| Mvmt Flow | 10 | 19 | 60 | 713 | 866 | 35 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 1717 | 884 | 901 | 0 | 0 |
| Stage 1 | 884 | - | - | - | - |
| Stage 2 | 833 | - | - | - | - |
| Critical Hdwy | 7.2 | 6.85 | 4.32 | - | - |
| Critical Hdwy Stg 1 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.525 | 2.398 | - | - |
| Pot Cap-1 Maneuver | 68 | 284 | 677 | - | - |
| Stage 1 | 334 | - | - | - | - |
| Stage 2 | 357 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 58 | 284 | 677 | - | - |
| Mov Cap-2 Maneuver | 58 | - | - | - | - |
| Stage 1 | 285 | - | - | - | - |
| Stage 2 | 357 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 42.7 | 0.8 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 677 | - | 124 | - | - |
| HCM Lane V/C Ratio | 0.088 | - | 0.234 | - | - |
| HCM Control Delay (s) | 10.8 | 0 | 42.7 | - | - |
| HCM Lane LOS | B | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0.9 | - | - |

Intersection

Int Delay, s/veh 1.2

Movement EBL EBR NBL NBT SBT SBR

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↗ | ↘ | ↗ | ↗ | ↗ |
| Traffic Vol, veh/h | 13 | 19 | 64 | 472 | 503 | 44 |
| Future Vol, veh/h | 13 | 19 | 64 | 472 | 503 | 44 |
| 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 | 195 | 150 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -1 | - | - | -6 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 0 | 21 | 20 | 8 | 7 | 0 |
| Mvmt Flow | 18 | 26 | 86 | 638 | 680 | 59 |

Major/Minor Minor2 Major1 Major2

| | | | | | | |
|----------------------|------|-------|------|---|---|---|
| Conflicting Flow All | 1490 | 680 | 739 | 0 | - | 0 |
| Stage 1 | 680 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |
| Critical Hdwy | 6.2 | 6.31 | 4.3 | - | - | - |
| Critical Hdwy Stg 1 | 5.2 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.2 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.489 | 2.38 | - | - | - |
| Pot Cap-1 Maneuver | 150 | 428 | 791 | - | - | - |
| Stage 1 | 526 | - | - | - | - | - |
| Stage 2 | 461 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 134 | 428 | 791 | - | - | - |
| Mov Cap-2 Maneuver | 134 | - | - | - | - | - |
| Stage 1 | 469 | - | - | - | - | - |
| Stage 2 | 461 | - | - | - | - | - |

Approach EB NB SB

| | | | |
|----------------------|------|-----|---|
| HCM Control Delay, s | 22.8 | 1.2 | 0 |
| HCM LOS | C | | |

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

| | | | | | | |
|-----------------------|-------|---|-------|------|---|---|
| Capacity (veh/h) | 791 | - | 134 | 428 | - | - |
| HCM Lane V/C Ratio | 0.109 | - | 0.131 | 0.06 | - | - |
| HCM Control Delay (s) | 10.1 | - | 35.9 | 13.9 | - | - |
| HCM Lane LOS | B | - | E | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.4 | 0.2 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 222 | 583 | 106 | 85 | 672 | 123 | 171 | 179 | 105 | 231 | 209 | 213 |
| Future Volume (vph) | 222 | 583 | 106 | 85 | 672 | 123 | 171 | 179 | 105 | 231 | 209 | 213 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.945 | | | | 0.924 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1631 | 1766 | 1516 | 1752 | 1810 | 1482 | 1919 | 1728 | 0 | 1730 | 1737 | 0 |
| Fl _t Permitted | 0.103 | | | 0.176 | | | 0.253 | | | 0.247 | | |
| Satd. Flow (perm) | 177 | 1766 | 1516 | 325 | 1810 | 1482 | 511 | 1728 | 0 | 449 | 1737 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | 165 | | 25 | | | | 43 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | | | | | | | | | 1 | 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 (%) | 7% | 4% | 3% | 3% | 5% | 9% | 5% | 5% | 4% | 10% | 6% | 7% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 229 | 601 | 109 | 88 | 693 | 127 | 176 | 293 | 0 | 238 | 435 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 20.0 | | 15.0 | 20.0 | |
| Total Split (%) | 15.2% | 40.4% | 15.2% | 15.2% | 40.4% | 15.2% | 15.2% | 20.2% | | 15.2% | 20.2% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 14.0 | | 9.0 | 14.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 1 | | | 1 | |
| Act Effct Green (s) | 45.9 | 39.2 | 53.4 | 41.1 | 34.7 | 49.3 | 24.5 | 15.8 | | 25.2 | 16.1 | |
| Actuated g/C Ratio | 0.49 | 0.42 | 0.57 | 0.44 | 0.37 | 0.53 | 0.26 | 0.17 | | 0.27 | 0.17 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 9% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

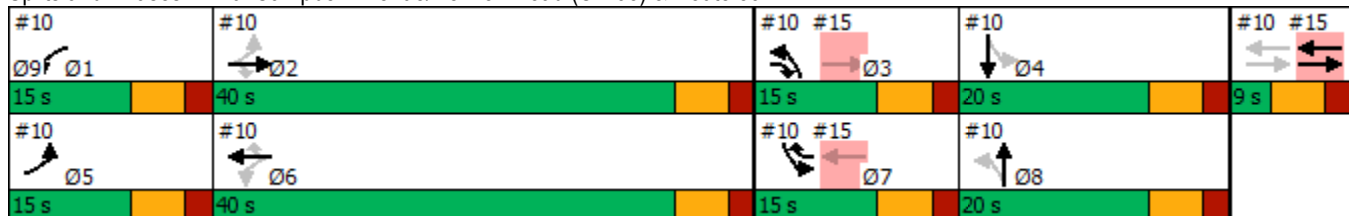


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|-------|-----|
| v/c Ratio | 1.01 | 0.81 | 0.12 | 0.36 | 1.04 | 0.15 | 0.67 | 0.94 | | 0.98 | 1.30 | |
| Control Delay | 89.2 | 36.7 | 0.9 | 17.3 | 74.9 | 1.6 | 37.7 | 74.9 | | 82.4 | 187.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 89.2 | 36.7 | 0.9 | 17.3 | 74.9 | 1.6 | 37.7 | 74.9 | | 82.4 | 187.6 | |
| LOS | F | D | A | B | E | A | D | E | | F | F | |
| Approach Delay | | 45.4 | | | 59.1 | | | 60.9 | | | 150.4 | |
| Approach LOS | | D | | | E | | | E | | | F | |
| Queue Length 50th (ft) | 87 | 302 | 0 | 23 | ~399 | 0 | 74 | ~158 | | 106 | ~318 | |
| Queue Length 95th (ft) | #312 | #599 | 8 | 66 | #789 | 18 | #140 | #292 | | #253 | #506 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 226 | 738 | 939 | 287 | 669 | 857 | 271 | 311 | | 243 | 334 | |
| 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 | 1.01 | 0.81 | 0.12 | 0.31 | 1.04 | 0.15 | 0.65 | 0.94 | | 0.98 | 1.30 | |

Intersection Summary

Area Type: Other
 Cycle Length: 99
 Actuated Cycle Length: 93.8
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 75.6
 Intersection LOS: E
 Intersection Capacity Utilization 101.2%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 516 | 421 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 603 |
| Future Volume (vph) | 516 | 421 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 603 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.98 | 1.00 | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.962 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1708 | 1808 | 1457 | 1829 | 1828 | 1398 | 1626 | 3279 | 0 | 1703 | 1739 | 1449 |
| Fl _t Permitted | 0.107 | | | 0.352 | | | 0.100 | | | 0.204 | | |
| Satd. Flow (perm) | 192 | 1808 | 1424 | 677 | 1828 | 1398 | 171 | 3279 | 0 | 365 | 1739 | 1449 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 22 | | | | 255 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | 588 | |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | 13.4 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 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 (%) | 7% | 3% | 5% | 3% | 5% | 5% | 10% | 4% | 5% | 6% | 2% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 532 | 434 | 72 | 137 | 376 | 445 | 60 | 631 | 0 | 430 | 540 | 622 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 15.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 20.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 1 | | | 1 | | | 2 | | | 2 | |
| Act Effct Green (s) | 67.6 | 56.9 | 72.3 | 43.8 | 38.0 | 62.6 | 61.2 | 40.2 | | 72.2 | 49.3 | 79.4 |
| Actuated g/C Ratio | 0.42 | 0.35 | 0.45 | 0.27 | 0.24 | 0.39 | 0.38 | 0.25 | | 0.45 | 0.31 | 0.50 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

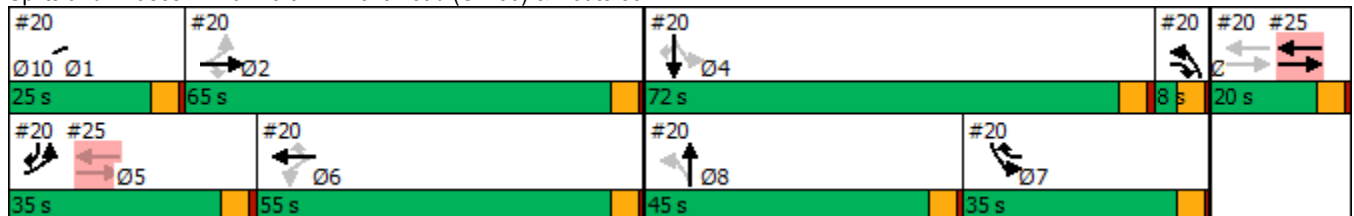


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| v/c Ratio | 1.46 | 0.68 | 0.10 | 0.52 | 0.87 | 0.82 | 0.24 | 0.75 | | 1.04 | 1.01 | 0.74 |
| Control Delay | 256.3 | 47.0 | 1.8 | 39.8 | 72.4 | 37.1 | 47.8 | 61.4 | | 107.1 | 95.8 | 14.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.3 | 0.0 |
| Total Delay | 256.3 | 47.0 | 1.8 | 39.8 | 72.4 | 37.1 | 47.8 | 61.4 | | 107.1 | 96.2 | 14.5 |
| LOS | F | D | A | D | E | D | D | E | | F | F | B |
| Approach Delay | | 151.2 | | | 51.3 | | | 60.2 | | | 67.2 | |
| Approach LOS | | F | | | D | | | E | | | E | |
| Queue Length 50th (ft) | ~680 | 375 | 0 | 81 | 375 | 200 | 33 | 306 | | ~336 | ~625 | 167 |
| Queue Length 95th (ft) | #1068 | 411 | 12 | 156 | 345 | #376 | #116 | 438 | | #693 | 732 | 245 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 365 | 741 | 699 | 366 | 635 | 545 | 255 | 837 | | 415 | 729 | 846 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 22 | 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 | 1.46 | 0.59 | 0.10 | 0.37 | 0.59 | 0.82 | 0.24 | 0.75 | | 1.04 | 0.76 | 0.74 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 160.4
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 82.9
 Intersection LOS: F
 Intersection Capacity Utilization 113.4%
 ICU Level of Service H
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 278 | 3 | 323 | 0 | 0 | 0 | 0 | 740 | 739 | 469 | 1229 | 0 |
| Future Volume (vph) | 278 | 3 | 323 | 0 | 0 | 0 | 0 | 740 | 739 | 469 | 1229 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | | | 0.99 | 1.00 | | |
| Fr _t | | | 0.850 | | | | | | | 0.850 | | |
| Fl _t Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1551 | 1458 | 0 | 0 | 0 | 0 | 3154 | 1616 | 3485 | 3558 | 0 |
| Fl _t Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1551 | 1458 | 0 | 0 | 0 | 0 | 3154 | 1594 | 3482 | 3558 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 478 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | | 505 |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | | 11.5 |
| 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 (%) | 14% | 0% | 8% | 0% | 0% | 0% | 0% | 9% | 5% | 3% | 4% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 284 | 326 | 0 | 0 | 0 | 0 | 747 | 746 | 474 | 1241 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | | | | | 20.0 | 20.0 | 21.0 | 41.0 | |
| Total Split (%) | 45.3% | 45.3% | 45.3% | | | | | 26.7% | 26.7% | 28.0% | 54.7% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | | | | | 15.0 | 15.0 | 16.0 | 36.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 18.6 | 18.6 | | | | | 27.4 | 27.4 | 14.0 | 46.4 | |
| Actuated g/C Ratio | | 0.25 | 0.25 | | | | | 0.37 | 0.37 | 0.19 | 0.62 | |
| v/c Ratio | | 0.74 | 0.74 | | | | | 0.65 | 0.84 | 0.73 | 0.56 | |
| Control Delay | | 37.0 | 27.6 | | | | | 20.0 | 15.6 | 30.1 | 3.8 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.1 | |

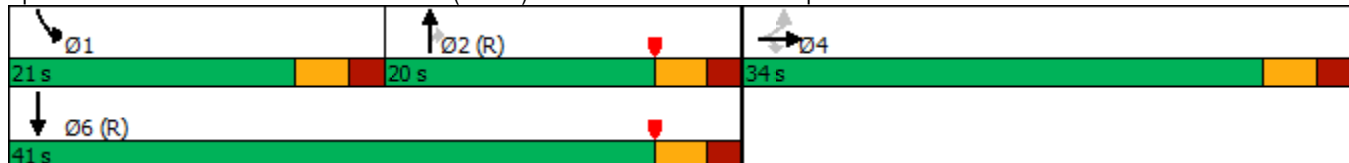





















| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|-----|-----|-----|-----|------|------|------|------|-----|
| Total Delay | | 37.0 | 27.6 | | | | | 20.0 | 15.6 | 30.1 | 3.9 | |
| LOS | | D | C | | | | | C | B | C | A | |
| Approach Delay | | 32.0 | | | | | | 17.8 | | | 11.2 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Queue Length 50th (ft) | | 122 | 96 | | | | | 57 | 10 | 80 | 0 | |
| Queue Length 95th (ft) | | 175 | 159 | | | | | #294 | #367 | m138 | m211 | |
| Internal Link Dist (ft) | | 866 | | | 320 | | | 124 | | | | 425 |
| Turn Bay Length (ft) | | | | | | | | | 80 | 150 | | |
| Base Capacity (vph) | | 599 | 626 | | | | | 1150 | 885 | 743 | 2201 | |
| Starvation Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 185 | |
| Spillback Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | 0.47 | 0.52 | | | | | 0.65 | 0.84 | 0.64 | 0.62 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 17.1
 Intersection LOS: B
 Intersection Capacity Utilization 87.3%
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: North Airmont Road (CR 89) & I-87 SB/I-287 EB Off-Ramp



| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | | | | |  |  |  |  |  |
| Traffic Volume (veh/h) | 278 | 3 | 323 | 0 | 0 | 0 | 0 | 740 | 739 | 469 | 1229 | 0 |
| Future Volume (veh/h) | 278 | 3 | 323 | 0 | 0 | 0 | 0 | 740 | 739 | 469 | 1229 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1545 | 1753 | 1634 | | | | 0 | 1714 | 1844 | 2052 | 2037 | 0 |
| Adj Flow Rate, veh/h | 281 | 3 | 326 | | | | 0 | 747 | 0 | 474 | 1241 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 14 | 0 | 8 | | | | 0 | 9 | 5 | 3 | 4 | 0 |
| Cap, veh/h | 442 | 5 | 370 | | | | 0 | 1227 | | 590 | 2319 | 0 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | | | | 0.00 | 0.75 | 0.00 | 0.16 | 0.60 | 0.00 |
| Sat Flow, veh/h | 1652 | 18 | 1385 | | | | 0 | 3342 | 1563 | 3791 | 3971 | 0 |
| Grp Volume(v), veh/h | 284 | 0 | 326 | | | | 0 | 747 | 0 | 474 | 1241 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 0 | 1385 | | | | 0 | 1628 | 1563 | 1895 | 1935 | 0 |
| Q Serve(g_s), s | 11.3 | 0.0 | 16.9 | | | | 0.0 | 7.8 | 0.0 | 9.0 | 14.2 | 0.0 |
| Cycle Q Clear(g_c), s | 11.3 | 0.0 | 16.9 | | | | 0.0 | 7.8 | 0.0 | 9.0 | 14.2 | 0.0 |
| Prop In Lane | 0.99 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 446 | 0 | 370 | | | | 0 | 1227 | | 590 | 2319 | 0 |
| V/C Ratio(X) | 0.64 | 0.00 | 0.88 | | | | 0.00 | 0.61 | | 0.80 | 0.54 | 0.00 |
| Avail Cap(c_a), veh/h | 646 | 0 | 535 | | | | 0 | 1227 | | 809 | 2319 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.40 | 0.40 | 0.00 |
| Uniform Delay (d), s/veh | 24.3 | 0.0 | 26.3 | | | | 0.0 | 6.7 | 0.0 | 30.5 | 8.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 8.7 | | | | 0.0 | 2.3 | 0.0 | 1.2 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.7 | 0.0 | 10.2 | | | | 0.0 | 3.6 | 0.0 | 6.2 | 7.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.8 | 0.0 | 35.0 | | | | 0.0 | 9.0 | 0.0 | 31.7 | 9.2 | 0.0 |
| LnGrp LOS | C | A | C | | | | A | A | | C | A | A |
| Approach Vol, veh/h | | 610 | | | | | | 747 | | | 1715 | |
| Approach Delay, s/veh | | 30.3 | | | | | | 9.0 | | | 15.4 | |
| Approach LOS | | C | | | | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | | | 6 | | | | |
| Phs Duration (G+Y+Rc), s | 16.7 | 33.3 | | 25.0 | | | | 50.0 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | | | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 15.0 | | 29.0 | | | | 36.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.0 | 0.0 | | 18.9 | | | | 0.0 | | | | |
| Green Ext Time (p_c), s | 0.6 | 0.0 | | 1.1 | | | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 16.8 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 819 | 2 | 462 | 408 | 610 | 0 | 0 | 879 | 427 |
| Future Volume (vph) | 0 | 0 | 0 | 819 | 2 | 462 | 408 | 610 | 0 | 0 | 879 | 427 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.97 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.953 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 1462 | 3064 | 0 | 0 | 3593 | 1548 |
| Fl _t Permitted | | | | 0.950 | 0.953 | | 0.153 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 235 | 3064 | 0 | 0 | 3593 | 1506 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 200 | | | | | | 372 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 2% | 14% | 5% | 0% | 0% | 4% | 8% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 418 | 420 | 471 | 416 | 622 | 0 | 0 | 897 | 436 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 34.0 | 34.0 | 34.0 | 20.0 | 41.0 | | | 21.0 | 21.0 |
| Total Split (%) | | | | 45.3% | 45.3% | 45.3% | 26.7% | 54.7% | | | 28.0% | 28.0% |
| Maximum Green (s) | | | | 29.0 | 29.0 | 29.0 | 15.0 | 36.0 | | | 16.0 | 16.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 23.8 | 23.8 | 23.8 | 41.2 | 41.2 | | | 21.2 | 21.2 |
| Actuated g/C Ratio | | | | 0.32 | 0.32 | 0.32 | 0.55 | 0.55 | | | 0.28 | 0.28 |
| v/c Ratio | | | | 0.79 | 0.79 | 0.74 | 1.11 | 0.37 | | | 0.88 | 0.63 |
| Control Delay | | | | 34.3 | 34.4 | 19.6 | 94.1 | 3.9 | | | 44.2 | 19.3 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |

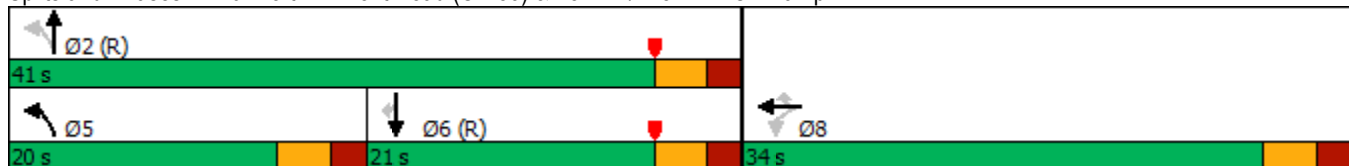


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|------|------|-----|-----|------|------|
| Total Delay | | | | 34.3 | 34.4 | 19.6 | 94.1 | 3.9 | | | 44.2 | 19.3 |
| LOS | | | | C | C | B | F | A | | | D | B |
| Approach Delay | | | | | 29.0 | | | 40.0 | | | 36.1 | |
| Approach LOS | | | | | C | | | D | | | D | |
| Queue Length 50th (ft) | | | | 180 | 181 | 106 | ~184 | 32 | | | 239 | 100 |
| Queue Length 95th (ft) | | | | 264 | 266 | 195 | #339 | 16 | | | #396 | m160 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 643 | 645 | 734 | 374 | 1683 | | | 1015 | 692 |
| 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 | | | | 0.65 | 0.65 | 0.64 | 1.11 | 0.37 | | | 0.88 | 0.63 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 32 (43%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 34.7 Intersection LOS: C
 Intersection Capacity Utilization 87.3% 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 2 | 31 | 62 | 2 | 62 | 40 | 1291 | 75 | 67 | 1451 | 11 |
| Future Volume (vph) | 66 | 2 | 31 | 62 | 2 | 62 | 40 | 1291 | 75 | 67 | 1451 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.957 | | | 0.933 | | | 0.992 | | | 0.999 | |
| Flt Protected | | 0.968 | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1784 | 0 | 0 | 1845 | 0 | 1589 | 3276 | 0 | 1718 | 3388 | 0 |
| Flt Permitted | | 0.701 | | | 0.816 | | 0.091 | | | 0.093 | | |
| Satd. Flow (perm) | 0 | 1292 | 0 | 0 | 1543 | 0 | 152 | 3276 | 0 | 168 | 3388 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | 64 | | | 10 | | | 1 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | 427 | |
| Travel Time (s) | | 4.1 | | | 10.5 | | | 4.2 | | | 9.7 | |
| 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 (%) | 6% | 0% | 4% | 0% | 0% | 0% | 6% | 6% | 0% | 0% | 5% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 108 | 0 | 0 | 136 | 0 | 43 | 1485 | 0 | 73 | 1589 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | | | 13.0 | 13.0 | | | 13.0 | | | 13.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 12.7 | | | 12.7 | | 53.7 | 46.5 | | 54.8 | 49.5 | |
| Actuated g/C Ratio | | 0.17 | | | 0.17 | | 0.72 | 0.62 | | 0.73 | 0.66 | |
| v/c Ratio | | 0.44 | | | 0.43 | | 0.14 | 0.73 | | 0.22 | 0.71 | |
| Control Delay | | 26.0 | | | 19.6 | | 4.9 | 17.4 | | 8.6 | 12.8 | |






















| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 26.0 | | | 19.6 | | 4.9 | 17.4 | | 8.6 | 12.8 | |
| LOS | | C | | | B | | A | B | | A | B | |
| Approach Delay | | 26.0 | | | 19.6 | | | 17.0 | | | 12.6 | |
| Approach LOS | | C | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 33 | | | 30 | | 4 | 278 | | 8 | 172 | |
| Queue Length 95th (ft) | | 73 | | | 73 | | 15 | #497 | | m30 | #514 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 366 | | | 458 | | 321 | 2035 | | 351 | 2234 | |
| 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 | | 0.30 | | | 0.30 | | 0.13 | 0.73 | | 0.21 | 0.71 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 15.3
 Intersection LOS: B
 Intersection Capacity Utilization 67.1%
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: North Airmont Road (CR 89) & North DeBaun Avenue



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  |  |
| Traffic Volume (veh/h) | 66 | 2 | 31 | 62 | 2 | 62 | 40 | 1291 | 75 | 67 | 1451 | 11 |
| Future Volume (veh/h) | 66 | 2 | 31 | 62 | 2 | 62 | 40 | 1291 | 75 | 67 | 1451 | 11 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1884 | 1976 | 1914 | 1976 | 1976 | 1976 | 1811 | 1811 | 1900 | 2057 | 1982 | 2057 |
| Adj Flow Rate, veh/h | 72 | 2 | 34 | 67 | 2 | 67 | 43 | 1403 | 82 | 73 | 1577 | 12 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 4 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 5 | 0 |
| Cap, veh/h | 211 | 21 | 70 | 165 | 20 | 111 | 381 | 1994 | 116 | 421 | 2408 | 18 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.08 | 0.60 | 0.60 | 0.14 | 0.84 | 0.84 |
| Sat Flow, veh/h | 990 | 156 | 526 | 705 | 155 | 834 | 1725 | 3304 | 193 | 1959 | 3831 | 29 |
| Grp Volume(v), veh/h | 108 | 0 | 0 | 136 | 0 | 0 | 43 | 729 | 756 | 73 | 775 | 814 |
| Grp Sat Flow(s),veh/h/ln | 1672 | 0 | 0 | 1694 | 0 | 0 | 1725 | 1721 | 1776 | 1959 | 1883 | 1977 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.6 | 21.9 | 22.1 | 0.8 | 11.2 | 11.2 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.6 | 21.9 | 22.1 | 0.8 | 11.2 | 11.2 |
| Prop In Lane | 0.67 | | 0.31 | 0.49 | | 0.49 | 1.00 | | 0.11 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 302 | 0 | 0 | 296 | 0 | 0 | 381 | 1038 | 1072 | 421 | 1184 | 1243 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.11 | 0.70 | 0.71 | 0.17 | 0.65 | 0.66 |
| Avail Cap(c_a), veh/h | 501 | 0 | 0 | 505 | 0 | 0 | 498 | 1038 | 1072 | 504 | 1184 | 1243 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.0 | 0.0 | 0.0 | 30.5 | 0.0 | 0.0 | 4.6 | 10.2 | 10.3 | 7.0 | 3.2 | 3.2 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.5 | 4.0 | 3.9 | 0.7 | 2.8 | 2.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.4 | 12.6 | 13.0 | 0.6 | 5.3 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.6 | 0.0 | 0.0 | 34.4 | 0.0 | 0.0 | 5.0 | 14.2 | 14.2 | 7.7 | 6.0 | 5.9 |
| LnGrp LOS | C | A | A | C | A | A | A | B | B | A | A | A |
| Approach Vol, veh/h | | 108 | | | 136 | | | 1528 | | | 1662 | |
| Approach Delay, s/veh | | 32.6 | | | 34.4 | | | 13.9 | | | 6.0 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.8 | 49.2 | | 13.9 | 9.9 | 51.1 | | 13.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 24.1 | | 6.1 | 2.6 | 13.2 | | 7.3 | | | | |
| Green Ext Time (p_c), s | 0.2 | 7.4 | | 0.9 | 0.1 | 17.0 | | 1.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.5 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 178 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 139 |
| Future Volume (vph) | 178 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 139 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | | 0.850 | | 0.991 | | | 0.979 |
| Flt Protected | | 0.954 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1663 | 1433 | 1762 | 1723 | 1553 | 1710 | 3352 | 0 | 1745 | 3532 | 0 |
| Flt Permitted | | 0.709 | | 0.558 | | | 0.125 | | | 0.322 | | |
| Satd. Flow (perm) | 0 | 1236 | 1433 | 1035 | 1723 | 1553 | 225 | 3352 | 0 | 592 | 3532 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 44 | | | 102 | | 10 | | | | 27 |
| Link Speed (mph) | | 30 | | | 25 | | | 30 | | | | 30 |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | | 587 |
| Travel Time (s) | | 15.5 | | | 12.2 | | | 17.8 | | | | 13.3 |
| 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 (%) | 6% | 0% | 2% | 2% | 6% | 0% | 1% | 6% | 0% | 9% | 6% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 196 | 251 | 97 | 36 | 76 | 308 | 883 | 0 | 37 | 1067 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 17.2 | 38.0 | 17.2 | 17.2 | 17.2 | 46.6 | 40.8 | | 33.3 | 27.0 | |
| Actuated g/C Ratio | | 0.23 | 0.51 | 0.23 | 0.23 | 0.23 | 0.62 | 0.54 | | 0.44 | 0.36 | |
| v/c Ratio | | 0.69 | 0.34 | 0.41 | 0.09 | 0.17 | 0.68 | 0.48 | | 0.10 | 0.83 | |
| Control Delay | | 38.4 | 11.1 | 28.1 | 20.6 | 3.6 | 25.4 | 15.4 | | 8.0 | 27.4 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 38.4 | 11.1 | 28.1 | 20.6 | 3.6 | 25.4 | 15.4 | | 8.0 | 27.4 | |
| LOS | | D | B | C | C | A | C | B | | A | C | |

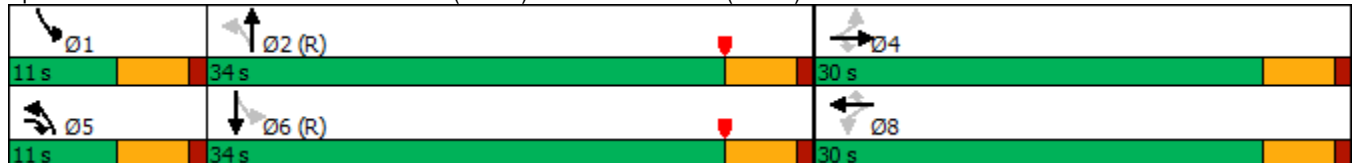

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|------|------|
| Approach Delay | | 23.1 | | | 17.9 | | | 18.0 | | | | 26.8 |
| Approach LOS | | C | | | B | | | B | | | | C |
| Queue Length 50th (ft) | | 84 | 55 | 38 | 13 | 0 | 50 | 180 | | 6 | 220 | |
| Queue Length 95th (ft) | | 134 | 106 | 71 | 31 | 18 | #281 | 272 | | 20 | 292 | |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | 507 | |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 412 | 746 | 345 | 574 | 585 | 450 | 1829 | | 360 | 1382 | |
| 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 | | 0.48 | 0.34 | 0.28 | 0.06 | 0.13 | 0.68 | 0.48 | | 0.10 | 0.77 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 22.0
 Intersection LOS: C
 Intersection Capacity Utilization 74.4%
 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: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 178 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 139 |
| Future Volume (veh/h) | 178 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 139 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1599 | 1688 | 1658 | 2106 | 2046 | 2136 | 1862 | 1788 | 1876 | 1999 | 2046 | 2027 |
| Adj Flow Rate, veh/h | 187 | 9 | 251 | 97 | 36 | 76 | 308 | 832 | 51 | 37 | 921 | 146 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 2 | 2 | 6 | 0 | 1 | 6 | 0 | 9 | 6 | 2 |
| Cap, veh/h | 324 | 11 | 403 | 493 | 423 | 375 | 411 | 1811 | 111 | 509 | 1724 | 273 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.16 | 1.00 | 1.00 | 0.04 | 0.51 | 0.51 |
| Sat Flow, veh/h | 1114 | 54 | 1405 | 1583 | 2046 | 1810 | 1773 | 3251 | 199 | 1904 | 3361 | 533 |
| Grp Volume(v), veh/h | 196 | 0 | 251 | 97 | 36 | 76 | 308 | 435 | 448 | 37 | 533 | 534 |
| Grp Sat Flow(s),veh/h/ln | 1168 | 0 | 1405 | 1583 | 2046 | 1810 | 1773 | 1698 | 1752 | 1904 | 1944 | 1950 |
| Q Serve(g_s), s | 11.2 | 0.0 | 11.6 | 0.0 | 1.1 | 2.6 | 6.0 | 0.0 | 0.0 | 0.7 | 13.8 | 13.8 |
| Cycle Q Clear(g_c), s | 12.3 | 0.0 | 11.6 | 3.0 | 1.1 | 2.6 | 6.0 | 0.0 | 0.0 | 0.7 | 13.8 | 13.8 |
| Prop In Lane | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 335 | 0 | 403 | 493 | 423 | 375 | 411 | 946 | 976 | 509 | 997 | 1000 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.62 | 0.20 | 0.09 | 0.20 | 0.75 | 0.46 | 0.46 | 0.07 | 0.53 | 0.53 |
| Avail Cap(c_a), veh/h | 494 | 0 | 581 | 693 | 682 | 603 | 411 | 946 | 976 | 593 | 997 | 1000 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.0 | 0.0 | 23.2 | 24.8 | 24.0 | 24.6 | 11.7 | 0.0 | 0.0 | 7.8 | 12.2 | 12.3 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 1.6 | 0.2 | 0.1 | 0.3 | 6.3 | 1.4 | 1.3 | 0.1 | 2.0 | 2.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 6.1 | 0.0 | 7.0 | 2.6 | 0.9 | 2.0 | 4.6 | 0.6 | 0.6 | 0.5 | 9.9 | 9.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.6 | 0.0 | 24.8 | 25.0 | 24.1 | 24.9 | 18.0 | 1.4 | 1.3 | 7.8 | 14.3 | 14.3 |
| LnGrp LOS | C | A | C | C | C | C | B | A | A | A | B | B |
| Approach Vol, veh/h | | 447 | | | 209 | | | 1191 | | | 1104 | |
| Approach Delay, s/veh | | 27.3 | | | 24.8 | | | 5.6 | | | 14.1 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 46.8 | | 20.5 | 11.0 | 43.5 | | 20.5 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 2.0 | | 14.3 | 8.0 | 15.8 | | 5.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | | 1.2 | 0.0 | 3.5 | | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 13.4 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

Intersection

Int Delay, s/veh 0.7

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|---|------|---|------|------|---|
| Lane Configurations |  | |  | | |  |
| Traffic Vol, veh/h | 29 | 18 | 531 | 9 | 5 | 559 |
| Future Vol, veh/h | 29 | 18 | 531 | 9 | 5 | 559 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 7 |
| Mvmt Flow | 35 | 22 | 640 | 11 | 6 | 673 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 1331 | 646 | 0 | 0 | 651 |
| Stage 1 | 646 | - | - | - | - |
| Stage 2 | 685 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 311 | 549 | - | - | 945 |
| Stage 1 | 700 | - | - | - | - |
| Stage 2 | 684 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 308 | 549 | - | - | 945 |
| Mov Cap-2 Maneuver | 308 | - | - | - | - |
| Stage 1 | 700 | - | - | - | - |
| Stage 2 | 677 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 16.5 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 370 | 945 |
| HCM Lane V/C Ratio | - | - | 0.153 | 0.006 |
| HCM Control Delay (s) | - | - | 16.5 | 8.8 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | ↔ | ↑ | ↔ | |
| Traffic Vol, veh/h | 894 | 25 | 171 | 855 | 25 | 113 |
| Future Vol, veh/h | 894 | 25 | 171 | 855 | 25 | 113 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 6 | 7 | 6 | 5 | 0 | 7 |
| Mvmt Flow | 951 | 27 | 182 | 910 | 27 | 120 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 978 | 0 | 2239 |
| Stage 1 | - | - | - | - | 965 |
| Stage 2 | - | - | - | - | 1274 |
| Critical Hdwy | - | - | 4.16 | - | 5.87 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.6 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.6 |
| Follow-up Hdwy | - | - | 2.254 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 690 | - | 78 |
| Stage 1 | - | - | - | - | 462 |
| Stage 2 | - | - | - | - | 352 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 690 | - | 57 |
| Mov Cap-2 Maneuver | - | - | - | - | 175 |
| Stage 1 | - | - | - | - | 462 |
| Stage 2 | - | - | - | - | 259 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 2 | 29.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 289 | - | - | 690 | - |
| HCM Lane V/C Ratio | 0.508 | - | - | 0.264 | - |
| HCM Control Delay (s) | 29.6 | - | - | 12.1 | - |
| HCM Lane LOS | D | - | - | B | - |
| HCM 95th %tile Q(veh) | 2.7 | - | - | 1.1 | - |

Intersection

Int Delay, s/veh 39.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 78 | 135 | 210 | 151 | 6 | 177 | 8 | 275 | 3 | 4 | 3 |
| Future Vol, veh/h | 0 | 78 | 135 | 210 | 151 | 6 | 177 | 8 | 275 | 3 | 4 | 3 |
| 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 11 | 5 | 7 | 8 | 17 | 4 | 0 | 6 | 0 | 25 | 0 |
| Mvmt Flow | 0 | 88 | 152 | 236 | 170 | 7 | 199 | 9 | 309 | 3 | 4 | 3 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 177 | 0 | 0 | 240 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.17 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.263 |
| Pot Cap-1 Maneuver | 1411 | - | - | 1298 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1411 | - | - | 1298 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|------|
| HCM Control Delay, s | 0 | 4.8 | 85.7 | 20.9 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 489 | 1411 | - | - | 1298 | - | - | 237 |
| HCM Lane V/C Ratio | 1.057 | - | - | - | 0.182 | - | - | 0.047 |
| HCM Control Delay (s) | 85.7 | 0 | - | - | 8.4 | 0 | - | 20.9 |
| HCM Lane LOS | F | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 15.8 | 0 | - | - | 0.7 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 63 | 0 | 45 | 0 | 0 | 16 | 17 | 1400 | 2 | 3 | 1484 | 65 |
| Future Vol, veh/h | 63 | 0 | 45 | 0 | 0 | 16 | 17 | 1400 | 2 | 3 | 1484 | 65 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 22 | 0 | 12 | 0 | 0 | 31 | 17 | 7 | 50 | 100 | 5 | 34 |
| Mvmt Flow | 69 | 0 | 49 | 0 | 0 | 18 | 19 | 1538 | 2 | 3 | 1631 | 71 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2480 | 3251 | 851 | 2399 | 3285 | 770 | 1702 | 0 | 0 | 1540 | 0 | 0 |
| Stage 1 | 1673 | 1673 | - | 1577 | 1577 | - | - | - | - | - | - | - |
| Stage 2 | 807 | 1578 | - | 822 | 1708 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.34 | 6.9 | 7.34 | 7.5 | 6.5 | 7.52 | 4.44 | - | - | 6.1 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.72 | 4 | 3.42 | 3.5 | 4 | 3.61 | 2.37 | - | - | 3.2 | - | - |
| Pot Cap-1 Maneuver | *97 | 0 | *473 | *103 | 0 | *448 | 616 | - | - | *506 | - | - |
| Stage 1 | *~ 67 | 128 | - | *117 | 171 | - | - | - | - | - | - | - |
| Stage 2 | *275 | 144 | - | *339 | 148 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *90 | 0 | *473 | *89 | 0 | *448 | 616 | - | - | *506 | - | - |
| Mov Cap-2 Maneuver | *90 | 0 | - | *89 | 0 | - | - | - | - | - | - | - |
| Stage 1 | *~ 65 | 127 | - | *113 | 166 | - | - | - | - | - | - | - |
| Stage 2 | *256 | 140 | - | *302 | 147 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 76.6 | | 13.4 | | 0.1 | | 0 | |
| HCM LOS | F | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 616 | - | - | 90 | 473 | 448 | * 506 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | - | 0.769 | 0.105 | 0.039 | 0.007 | - | - |
| HCM Control Delay (s) | 11 | - | - | 121.7 | 13.5 | 13.4 | 12.2 | - | - |
| HCM Lane LOS | B | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 4 | 0.3 | 0.1 | 0 | - | - |

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

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 | 23 | 2 | 6 | 0 | 0 | 0 | 11 | 402 | 27 | 29 | 335 | 15 |
| Future Vol, veh/h | 23 | 2 | 6 | 0 | 0 | 0 | 11 | 402 | 27 | 29 | 335 | 15 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 18 | 5 | 0 |
| Mvmt Flow | 27 | 2 | 7 | 0 | 0 | 0 | 13 | 467 | 31 | 34 | 390 | 17 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|-----|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 976 | 991 | 399 | | | | 407 | 0 | 0 | 498 | 0 | 0 |
| Stage 1 | 467 | 467 | - | | | | - | - | - | - | - | - |
| Stage 2 | 509 | 524 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.1 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.2 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | 281 | 248 | 655 | | | | 1163 | - | - | 988 | - | - |
| Stage 1 | 635 | 565 | - | | | | - | - | - | - | - | - |
| Stage 2 | 608 | 533 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 264 | 0 | 655 | | | | 1163 | - | - | 988 | - | - |
| Mov Cap-2 Maneuver | 264 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 625 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 581 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|-----|
| HCM Control Delay, s | 17.7 | 0.2 | 0.7 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1163 | - | - | 264 | 655 | 988 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.101 | 0.014 | 0.034 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 20.2 | 10.6 | 8.8 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 35 | 425 | 0 | 0 | 349 |
| Future Vol, veh/h | 30 | 35 | 425 | 0 | 0 | 349 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 18 | 6 | 0 | 0 | 7 |
| Mvmt Flow | 34 | 40 | 483 | 0 | 0 | 397 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 880 | 483 | 0 | 0 | 483 | 0 |
| Stage 1 | 483 | - | - | - | - | - |
| Stage 2 | 397 | - | - | - | - | - |
| Critical Hdwy | 6 | 6.18 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.462 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 353 | 567 | - | - | 1090 | - |
| Stage 1 | 659 | - | - | - | - | - |
| Stage 2 | 714 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 353 | 567 | - | - | 1090 | - |
| Mov Cap-2 Maneuver | 353 | - | - | - | - | - |
| Stage 1 | 659 | - | - | - | - | - |
| Stage 2 | 714 | - | - | - | - | - |




| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 14.7 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 443 | 1090 |
| HCM Lane V/C Ratio | - | - | 0.167 | - |
| HCM Control Delay (s) | - | - | 14.7 | 0 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

Intersection

Int Delay, s/veh 1.6

Movement EBT EBR WBL WBT NBL NBR

| | | | | | | |
|--------------------------|---|------|------|---|---|------|
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 333 | 23 | 24 | 330 | 37 | 22 |
| Future Vol, veh/h | 333 | 23 | 24 | 330 | 37 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 8 | 5 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 374 | 26 | 27 | 371 | 42 | 25 |

Major/Minor Major1 Major2 Minor1

| | | | | | | |
|----------------------|---|---|------|---|-----|-----|
| Conflicting Flow All | 0 | 0 | 400 | 0 | 812 | 387 |
| Stage 1 | - | - | - | - | 387 | - |
| Stage 2 | - | - | - | - | 425 | - |
| Critical Hdwy | - | - | 4.1 | - | 7.2 | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.2 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.2 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1170 | - | 293 | 637 |
| Stage 1 | - | - | - | - | 634 | - |
| Stage 2 | - | - | - | - | 604 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1170 | - | 285 | 637 |
| Mov Cap-2 Maneuver | - | - | - | - | 285 | - |
| Stage 1 | - | - | - | - | 634 | - |
| Stage 2 | - | - | - | - | 586 | - |

Approach EB WB NB

| | | | |
|----------------------|---|-----|------|
| HCM Control Delay, s | 0 | 0.6 | 17.3 |
| HCM LOS | | | C |

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

| | | | | | |
|-----------------------|-------|---|---|-------|---|
| Capacity (veh/h) | 359 | - | - | 1170 | - |
| HCM Lane V/C Ratio | 0.185 | - | - | 0.023 | - |
| HCM Control Delay (s) | 17.3 | - | - | 8.2 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.1 | - |

Intersection

Int Delay, s/veh 1.9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 331 | 24 | 17 | 307 | 47 | 53 |
| Future Vol, veh/h | 331 | 24 | 17 | 307 | 47 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 7 | 4 | 31 | 5 | 13 | 4 |
| Mvmt Flow | 376 | 27 | 19 | 349 | 53 | 60 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 403 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.41 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.479 |
| Pot Cap-1 Maneuver | - | - | 1015 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1015 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.5 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 550 | - | - | 1015 | - |
| HCM Lane V/C Ratio | 0.207 | - | - | 0.019 | - |
| HCM Control Delay (s) | 13.2 | - | - | 8.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 21 | 37 | 15 | 534 | 527 | 8 |
| Future Vol, veh/h | 21 | 37 | 15 | 534 | 527 | 8 |
| 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, % | 4 | - | - | 2 | -2 | - |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 27 | 27 | 5 | 6 | 0 |
| Mvmt Flow | 25 | 44 | 18 | 636 | 627 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1304 | 632 | 637 | 0 | - | 0 |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 672 | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.87 | 4.37 | - | - | - |
| Critical Hdwy Stg 1 | 6.2 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.543 | 2.443 | - | - | - |
| Pot Cap-1 Maneuver | 134 | 409 | 838 | - | - | - |
| Stage 1 | 464 | - | - | - | - | - |
| Stage 2 | 440 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 130 | 409 | 838 | - | - | - |
| Mov Cap-2 Maneuver | 130 | - | - | - | - | - |
| Stage 1 | 449 | - | - | - | - | - |
| Stage 2 | 440 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 27.2 | 0.3 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 838 | - | 230 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.3 | - | - |
| HCM Control Delay (s) | 9.4 | 0 | 27.2 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 1.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 42 | 63 | 24 | 498 | 572 | 16 |
| Future Vol, veh/h | 42 | 63 | 24 | 498 | 572 | 16 |
| 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 | 195 | 150 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -1 | - | - | -6 | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 22 | 25 | 6 | 7 | 0 |
| Mvmt Flow | 48 | 72 | 28 | 572 | 657 | 18 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1285 | 657 | 675 | 0 | - | 0 |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 628 | - | - | - | - | - |
| Critical Hdwy | 6.2 | 6.32 | 4.35 | - | - | - |
| Critical Hdwy Stg 1 | 5.2 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.2 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.498 | 2.425 | - | - | - |
| Pot Cap-1 Maneuver | 197 | 439 | 817 | - | - | - |
| Stage 1 | 539 | - | - | - | - | - |
| Stage 2 | 555 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 190 | 439 | 817 | - | - | - |
| Mov Cap-2 Maneuver | 190 | - | - | - | - | - |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 555 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 21 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 817 | - | 190 | 439 | - | - |
| HCM Lane V/C Ratio | 0.034 | - | 0.254 | 0.165 | - | - |
| HCM Control Delay (s) | 9.6 | - | 30.3 | 14.8 | - | - |
| HCM Lane LOS | A | - | D | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 1 | 0.6 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 211 | 491 | 47 | 129 | 513 | 126 | 125 | 218 | 59 | 157 | 200 | 160 |
| Future Volume (vph) | 211 | 491 | 47 | 129 | 513 | 126 | 125 | 218 | 59 | 157 | 200 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | | -4% |
| Storage Length (ft) | 325 | | 310 | 180 | | 560 | 150 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | 0.98 | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Frt | | | 0.850 | | | 0.850 | | 0.968 | | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1662 | 1749 | 1432 | 1752 | 1727 | 1357 | 1901 | 1747 | 0 | 1699 | 1760 | 0 |
| Flt Permitted | 0.107 | | | 0.114 | | | 0.153 | | | 0.227 | | |
| Satd. Flow (perm) | 187 | 1749 | 1432 | 210 | 1727 | 1324 | 306 | 1747 | 0 | 405 | 1760 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 154 | | 11 | | | | 33 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | 1 | | 2 | 2 | | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 5% | 5% | 9% | 3% | 10% | 19% | 6% | 5% | 11% | 12% | 6% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 257 | 599 | 57 | 157 | 626 | 154 | 152 | 338 | 0 | 191 | 439 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 17.0 | 43.0 | 14.0 | 15.0 | 41.0 | 17.0 | 14.0 | 35.0 | | 17.0 | 38.0 | |
| Total Split (%) | 14.3% | 36.1% | 11.8% | 12.6% | 34.5% | 14.3% | 11.8% | 29.4% | | 14.3% | 31.9% | |
| Maximum Green (s) | 11.0 | 37.0 | 8.0 | 9.0 | 35.0 | 11.0 | 8.0 | 29.0 | | 11.0 | 32.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 2 | | | 2 | | | 3 | | | 3 | |
| Act Effct Green (s) | 48.5 | 38.6 | 51.4 | 44.0 | 36.3 | 45.7 | 34.0 | 26.1 | | 39.4 | 28.8 | |
| Actuated g/C Ratio | 0.44 | 0.35 | 0.47 | 0.40 | 0.33 | 0.41 | 0.31 | 0.24 | | 0.36 | 0.26 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 8% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|-------|------|------|------|-----|------|------|-----|
| v/c Ratio | 1.12 | 0.98 | 0.08 | 0.76 | 1.10 | 0.24 | 0.73 | 0.80 | | 0.72 | 0.91 | |
| Control Delay | 124.6 | 68.8 | 0.2 | 47.2 | 104.9 | 4.2 | 46.0 | 54.3 | | 40.7 | 61.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 124.6 | 68.8 | 0.2 | 47.2 | 104.9 | 4.2 | 46.0 | 54.3 | | 40.7 | 61.1 | |
| LOS | F | E | A | D | F | A | D | D | | D | E | |
| Approach Delay | | 80.2 | | | 78.7 | | | 51.7 | | | 54.9 | |
| Approach LOS | | F | | | E | | | D | | | D | |
| Queue Length 50th (ft) | ~163 | ~436 | 0 | 62 | ~517 | 0 | 67 | 211 | | 87 | 269 | |
| Queue Length 95th (ft) | #313 | #548 | 0 | #148 | #618 | 28 | #122 | 307 | | 142 | #408 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 325 | | 310 | 180 | | 560 | 150 | | | 300 | | |
| Base Capacity (vph) | 229 | 610 | 742 | 210 | 567 | 647 | 210 | 469 | | 275 | 536 | |
| 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 | 1.12 | 0.98 | 0.08 | 0.75 | 1.10 | 0.24 | 0.72 | 0.72 | | 0.69 | 0.82 | |

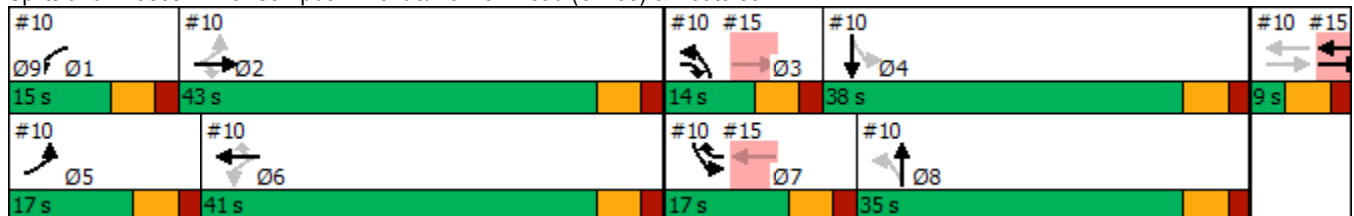
Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 110.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 69.7
 Intersection Capacity Utilization 86.0%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

~ 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: Campbell Avenue/Hemion Road (CR 93) & Route 59



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 475 | 336 | 19 | 83 | 259 | 312 | 46 | 575 | 113 | 460 | 371 | 525 |
| Future Volume (vph) | 475 | 336 | 19 | 83 | 259 | 312 | 46 | 575 | 113 | 460 | 371 | 525 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | 0.850 | | | 0.850 | | 0.975 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1775 | 1724 | 1168 | 1811 | 1761 | 1299 | 1555 | 3343 | 0 | 1656 | 1627 | 1383 |
| Flt Permitted | 0.148 | | | 0.555 | | | 0.179 | | | 0.128 | | |
| Satd. Flow (perm) | 276 | 1724 | 1168 | 1058 | 1761 | 1299 | 293 | 3343 | 0 | 223 | 1627 | 1383 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 11 | | | | 401 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 3% | 8% | 31% | 4% | 9% | 13% | 15% | 4% | 6% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 485 | 343 | 19 | 85 | 264 | 318 | 47 | 702 | 0 | 469 | 379 | 536 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 9.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 36.0 | 66.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 44.0 | | 35.0 | 71.0 | 36.0 |
| Total Split (%) | 18.9% | 34.7% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.2% | | 18.4% | 37.4% | 18.9% |
| Maximum Green (s) | 31.0 | 61.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 39.0 | | 30.0 | 66.0 | 31.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 58.2 | 50.5 | 77.6 | 30.4 | 27.7 | 52.2 | 69.2 | 39.1 | | 65.4 | 36.6 | 67.7 |
| Actuated g/C Ratio | 0.39 | 0.34 | 0.52 | 0.20 | 0.18 | 0.35 | 0.46 | 0.26 | | 0.44 | 0.24 | 0.45 |
| v/c Ratio | 1.16 | 0.59 | 0.03 | 0.33 | 0.81 | 0.71 | 0.11 | 0.80 | | 1.22 | 0.96 | 0.64 |
| Control Delay | 136.2 | 42.5 | 0.1 | 37.8 | 68.1 | 35.1 | 29.0 | 59.5 | | 165.8 | 91.1 | 7.3 |

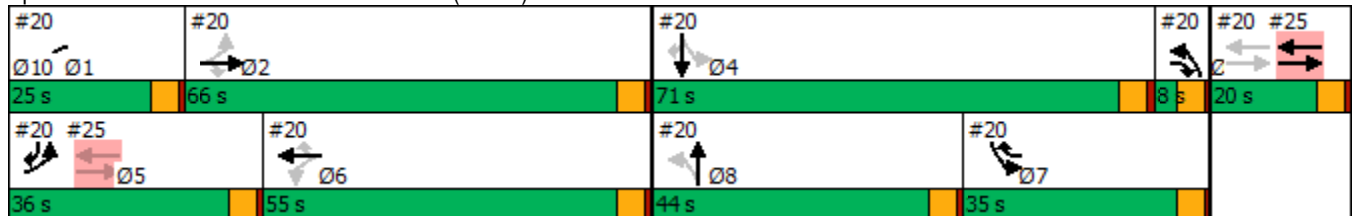
| | |
|-------------------------|------|
| Lane Group | Ø10 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Lane Width (ft) | |
| Grade (%) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Fr | |
| 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) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|------|------|------|------|-----|-------|------|------|
| 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 | 136.2 | 42.5 | 0.1 | 37.8 | 68.1 | 35.1 | 29.0 | 59.5 | | 165.8 | 91.1 | 7.3 |
| LOS | F | D | A | D | E | D | C | E | | F | F | A |
| Approach Delay | | 95.2 | | | 48.5 | | | 57.6 | | | 83.9 | |
| Approach LOS | | F | | | D | | | E | | | F | |
| Queue Length 50th (ft) | ~473 | 270 | 0 | 48 | 246 | 126 | 23 | 326 | | ~498 | ~387 | 41 |
| Queue Length 95th (ft) | #829 | 317 | 0 | 103 | 238 | 229 | 55 | #463 | | #799 | 496 | 102 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 418 | 768 | 651 | 397 | 655 | 451 | 410 | 880 | | 384 | 718 | 844 |
| 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 | 1.16 | 0.45 | 0.03 | 0.21 | 0.40 | 0.71 | 0.11 | 0.80 | | 1.22 | 0.53 | 0.64 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 150
 Natural Cycle: 140
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 74.7
 Intersection LOS: E
 Intersection Capacity Utilization 101.6%
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 646 | 1 | 321 | 333 | 733 | 0 | 0 | 645 | 293 |
| Future Volume (vph) | 0 | 0 | 0 | 646 | 1 | 321 | 333 | 733 | 0 | 0 | 645 | 293 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.98 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.952 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 1355 | 2979 | 0 | 0 | 3628 | 1534 |
| Fl _t Permitted | | | | 0.950 | 0.952 | | 0.137 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 195 | 2979 | 0 | 0 | 3628 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 102 | | | | | | 387 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 0% | 4% | 23% | 8% | 0% | 0% | 3% | 9% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 442 | 444 | 440 | 456 | 1004 | 0 | 0 | 884 | 401 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 31.0 | 31.0 | 31.0 | 17.0 | 44.0 | | | 27.0 | 27.0 |
| Total Split (%) | | | | 41.3% | 41.3% | 41.3% | 22.7% | 58.7% | | | 36.0% | 36.0% |
| Maximum Green (s) | | | | 26.0 | 26.0 | 26.0 | 12.0 | 39.0 | | | 22.0 | 22.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 23.8 | 23.8 | 23.8 | 41.2 | 41.2 | | | 24.2 | 24.2 |
| Actuated g/C Ratio | | | | 0.32 | 0.32 | 0.32 | 0.55 | 0.55 | | | 0.32 | 0.32 |
| v/c Ratio | | | | 0.88 | 0.88 | 0.78 | 1.56 | 0.61 | | | 0.76 | 0.54 |
| Control Delay | | | | 44.1 | 44.3 | 28.2 | 286.7 | 14.2 | | | 31.1 | 10.6 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|------|-----|-----|------|------|
| Total Delay | | | | 44.1 | 44.3 | 28.2 | 286.7 | 14.2 | | | 31.1 | 10.6 |
| LOS | | | | D | D | C | F | B | | | C | B |
| Approach Delay | | | | | 38.9 | | | 99.3 | | | 24.7 | |
| Approach LOS | | | | | D | | | F | | | C | |
| Queue Length 50th (ft) | | | | 192 | 193 | 135 | ~278 | 188 | | | 174 | 9 |
| Queue Length 95th (ft) | | | | 228 | 228 | 167 | #336 | 185 | | | 227 | 69 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 550 | 551 | 605 | 292 | 1635 | | | 1169 | 745 |
| 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 | 0.81 | 0.73 | 1.56 | 0.61 | | | 0.76 | 0.54 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 46 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.56
 Intersection Signal Delay: 56.1
 Intersection LOS: E
 Intersection Capacity Utilization 87.5%
 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: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 32.6 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 142 | 211 | 285 | 72 | 2 | 89 | 2 | 182 | 2 | 2 | 0 |
| Future Vol, veh/h | 0 | 142 | 211 | 285 | 72 | 2 | 89 | 2 | 182 | 2 | 2 | 0 |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, % | 0 | 5 | 11 | 8 | 7 | 0 | 12 | 0 | 12 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 197 | 293 | 396 | 100 | 3 | 124 | 3 | 253 | 3 | 3 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 30.1 | 42.3 | 23.3 | 11.5 |
| HCM LOS | D | E | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 33% | 0% | 79% | 50% |
| Vol Thru, % | 1% | 40% | 20% | 50% |
| Vol Right, % | 67% | 60% | 1% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 273 | 353 | 359 | 4 |
| LT Vol | 89 | 0 | 285 | 2 |
| Through Vol | 2 | 142 | 72 | 2 |
| RT Vol | 182 | 211 | 2 | 0 |
| Lane Flow Rate | 379 | 490 | 499 | 6 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.694 | 0.814 | 0.895 | 0.013 |
| Departure Headway (Hd) | 6.59 | 5.975 | 6.461 | 8.43 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 546 | 603 | 558 | 427 |
| Service Time | 4.642 | 4.029 | 4.514 | 6.43 |
| HCM Lane V/C Ratio | 0.694 | 0.813 | 0.894 | 0.014 |
| HCM Control Delay | 23.3 | 30.1 | 42.3 | 11.5 |
| HCM Lane LOS | C | D | E | B |
| HCM 95th-tile Q | 5.4 | 8.2 | 10.5 | 0 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 222 | 583 | 106 | 85 | 672 | 123 | 171 | 179 | 105 | 231 | 209 | 213 |
| Future Volume (vph) | 222 | 583 | 106 | 85 | 672 | 123 | 171 | 179 | 105 | 231 | 209 | 213 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 325 | | 310 | 180 | | 560 | 150 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.945 | | | | 0.924 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1631 | 1766 | 1516 | 1752 | 1810 | 1482 | 1919 | 1728 | 0 | 1730 | 1737 | 0 |
| Fl _t Permitted | 0.098 | | | 0.213 | | | 0.267 | | | 0.221 | | |
| Satd. Flow (perm) | 168 | 1766 | 1516 | 393 | 1810 | 1482 | 539 | 1728 | 0 | 402 | 1737 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | 165 | | 24 | | | | 44 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | | | | | | | | | 1 | 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 (%) | 7% | 4% | 3% | 3% | 5% | 9% | 5% | 5% | 4% | 10% | 6% | 7% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 229 | 601 | 109 | 88 | 693 | 127 | 176 | 293 | 0 | 238 | 435 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 16.0 | 44.0 | 12.0 | 12.0 | 40.0 | 15.0 | 12.0 | 19.0 | | 15.0 | 22.0 | |
| Total Split (%) | 16.2% | 44.4% | 12.1% | 12.1% | 40.4% | 15.2% | 12.1% | 19.2% | | 15.2% | 22.2% | |
| Maximum Green (s) | 10.0 | 38.0 | 6.0 | 6.0 | 34.0 | 9.0 | 6.0 | 13.0 | | 9.0 | 16.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 1 | | | 1 | |
| Act Effct Green (s) | 48.7 | 41.3 | 52.8 | 40.0 | 34.7 | 49.3 | 21.0 | 15.0 | | 27.0 | 18.0 | |
| Actuated g/C Ratio | 0.52 | 0.44 | 0.56 | 0.43 | 0.37 | 0.52 | 0.22 | 0.16 | | 0.29 | 0.19 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 9% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

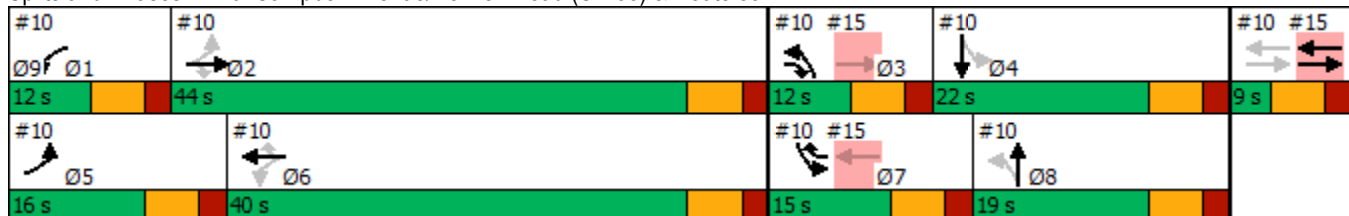


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|-------|-----|
| v/c Ratio | 0.94 | 0.78 | 0.12 | 0.35 | 1.04 | 0.15 | 0.85 | 0.99 | | 0.98 | 1.19 | |
| Control Delay | 69.4 | 32.7 | 0.9 | 17.0 | 75.5 | 1.6 | 61.5 | 88.7 | | 82.9 | 139.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 69.4 | 32.7 | 0.9 | 17.0 | 75.5 | 1.6 | 61.5 | 88.7 | | 82.9 | 139.9 | |
| LOS | E | C | A | B | E | A | E | F | | F | F | |
| Approach Delay | | 38.0 | | | 59.5 | | | 78.5 | | | 119.7 | |
| Approach LOS | | D | | | E | | | E | | | F | |
| Queue Length 50th (ft) | 85 | 291 | 0 | 22 | ~399 | 0 | 76 | ~177 | | 107 | ~294 | |
| Queue Length 95th (ft) | #299 | #562 | 8 | 65 | #799 | 18 | #182 | #297 | | #255 | #476 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 325 | | 310 | 180 | | 560 | 150 | | | 300 | | |
| Base Capacity (vph) | 243 | 775 | 924 | 255 | 668 | 856 | 208 | 295 | | 243 | 367 | |
| 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 | 0.94 | 0.78 | 0.12 | 0.35 | 1.04 | 0.15 | 0.85 | 0.99 | | 0.98 | 1.19 | |

Intersection Summary

Area Type: Other
 Cycle Length: 99
 Actuated Cycle Length: 94
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 69.3 Intersection LOS: E
 Intersection Capacity Utilization 101.2% 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 516 | 421 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 603 |
| Future Volume (vph) | 516 | 421 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 603 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.98 | 1.00 | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.962 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1708 | 1808 | 1457 | 1829 | 1828 | 1398 | 1626 | 3279 | 0 | 1703 | 1739 | 1449 |
| Fl _t Permitted | 0.102 | | | 0.445 | | | 0.108 | | | 0.162 | | |
| Satd. Flow (perm) | 183 | 1808 | 1424 | 856 | 1828 | 1398 | 185 | 3279 | 0 | 290 | 1739 | 1449 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 22 | | | | 263 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | 588 | |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | 13.4 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 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 (%) | 7% | 3% | 5% | 3% | 5% | 5% | 10% | 4% | 5% | 6% | 2% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 532 | 434 | 72 | 137 | 376 | 445 | 60 | 631 | 0 | 430 | 540 | 622 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 15.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 20.0 | 10.0 |
| Total Split (s) | 41.0 | 64.0 | 18.0 | 25.0 | 48.0 | 39.0 | 18.0 | 42.0 | | 39.0 | 63.0 | 41.0 |
| Total Split (%) | 21.6% | 33.7% | 9.5% | 13.2% | 25.3% | 20.5% | 9.5% | 22.1% | | 20.5% | 33.2% | 21.6% |
| Maximum Green (s) | 36.0 | 59.0 | 13.0 | 20.0 | 43.0 | 34.0 | 13.0 | 37.0 | | 34.0 | 58.0 | 36.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 1 | | | 1 | | | 2 | | | 2 | |
| Act Effct Green (s) | 75.5 | 64.6 | 72.6 | 45.7 | 39.9 | 68.4 | 50.7 | 37.2 | | 76.3 | 57.8 | 94.0 |
| Actuated g/C Ratio | 0.45 | 0.38 | 0.43 | 0.27 | 0.24 | 0.40 | 0.30 | 0.22 | | 0.45 | 0.34 | 0.56 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| Fr | |
| 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| v/c Ratio | 1.31 | 0.63 | 0.11 | 0.46 | 0.87 | 0.79 | 0.35 | 0.86 | | 1.04 | 0.91 | 0.68 |
| Control Delay | 196.8 | 44.3 | 1.5 | 37.7 | 76.0 | 35.9 | 57.3 | 74.1 | | 111.0 | 74.1 | 12.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.8 | 0.0 |
| Total Delay | 196.8 | 44.3 | 1.5 | 37.7 | 76.0 | 35.9 | 57.3 | 74.1 | | 111.0 | 75.8 | 12.2 |
| LOS | F | D | A | D | E | D | E | E | | F | E | B |
| Approach Delay | | 119.5 | | | 51.9 | | | 72.7 | | | 60.5 | |
| Approach LOS | | F | | | D | | | E | | | E | |
| Queue Length 50th (ft) | ~674 | 379 | 0 | 82 | 398 | 186 | 36 | 338 | | ~410 | 556 | 170 |
| Queue Length 95th (ft) | #1069 | 413 | 10 | 156 | 346 | 365 | 80 | #517 | | #764 | #926 | 252 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 407 | 709 | 668 | 390 | 526 | 565 | 170 | 736 | | 415 | 598 | 921 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 14 | 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 | 1.31 | 0.61 | 0.11 | 0.35 | 0.71 | 0.79 | 0.35 | 0.86 | | 1.04 | 0.92 | 0.68 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 169.3
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 74.8 Intersection LOS: E
 Intersection Capacity Utilization 113.4% ICU Level of Service H
 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: 20: North Airmont Road (CR 89) & Route 59

| | | | | | | | | |
|---------------------------|-----------------------|-----------------------|-----------------------|---------------------------|-----------------------|-----------------------|-----------------------|---------------------------|
| #20 Ø10 Ø1 25 s | #20 Ø2 64 s | #20 Ø4 63 s | #20 Ø3 18 s | #20 #25 Ø5 41 s | #20 Ø6 48 s | #20 Ø8 42 s | #20 Ø7 39 s | #20 #25 Ø5 20 s |
|---------------------------|-----------------------|-----------------------|-----------------------|---------------------------|-----------------------|-----------------------|-----------------------|---------------------------|

| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 819 | 2 | 462 | 408 | 610 | 0 | 0 | 879 | 427 |
| Future Volume (vph) | 0 | 0 | 0 | 819 | 2 | 462 | 408 | 610 | 0 | 0 | 879 | 427 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.97 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.953 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 1462 | 3064 | 0 | 0 | 3593 | 1548 |
| Fl _t Permitted | | | | 0.950 | 0.953 | | 0.152 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1665 | 1670 | 1583 | 234 | 3064 | 0 | 0 | 3593 | 1507 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 229 | | | | | | 385 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 2% | 14% | 5% | 0% | 0% | 4% | 8% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 418 | 420 | 471 | 416 | 622 | 0 | 0 | 897 | 436 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 31.0 | 31.0 | 31.0 | 21.0 | 44.0 | | | 23.0 | 23.0 |
| Total Split (%) | | | | 41.3% | 41.3% | 41.3% | 28.0% | 58.7% | | | 30.7% | 30.7% |
| Maximum Green (s) | | | | 26.0 | 26.0 | 26.0 | 16.0 | 39.0 | | | 18.0 | 18.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 22.7 | 22.7 | 22.7 | 42.3 | 42.3 | | | 21.3 | 21.3 |
| Actuated g/C Ratio | | | | 0.30 | 0.30 | 0.30 | 0.56 | 0.56 | | | 0.28 | 0.28 |
| v/c Ratio | | | | 0.83 | 0.83 | 0.74 | 1.06 | 0.36 | | | 0.88 | 0.62 |
| Control Delay | | | | 38.9 | 39.1 | 18.8 | 74.7 | 4.3 | | | 43.1 | 18.2 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|------|------|-----|-----|------|------|
| Total Delay | | | | 38.9 | 39.1 | 18.8 | 74.7 | 4.3 | | | 43.1 | 18.2 |
| LOS | | | | D | D | B | E | A | | | D | B |
| Approach Delay | | | | | 31.7 | | | 32.5 | | | 35.0 | |
| Approach LOS | | | | | C | | | C | | | C | |
| Queue Length 50th (ft) | | | | 180 | 181 | 92 | ~176 | 62 | | | 240 | 96 |
| Queue Length 95th (ft) | | | | #291 | #293 | 195 | #339 | 52 | | | #370 | m156 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 577 | 578 | 698 | 393 | 1727 | | | 1019 | 703 |
| 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 | | | | 0.72 | 0.73 | 0.67 | 1.06 | 0.36 | | | 0.88 | 0.62 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 32 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 33.1
 Intersection LOS: C
 Intersection Capacity Utilization 87.3%
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 23 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 78 | 135 | 210 | 151 | 6 | 177 | 8 | 275 | 3 | 4 | 3 |
| Future Vol, veh/h | 0 | 78 | 135 | 210 | 151 | 6 | 177 | 8 | 275 | 3 | 4 | 3 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 0 | 11 | 5 | 7 | 8 | 17 | 4 | 0 | 6 | 0 | 25 | 0 |
| Mvmt Flow | 0 | 88 | 152 | 236 | 170 | 7 | 199 | 9 | 309 | 3 | 4 | 3 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 13.4 | 22.6 | 28 | 10.2 |
| HCM LOS | B | C | D | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 38% | 0% | 57% | 30% |
| Vol Thru, % | 2% | 37% | 41% | 40% |
| Vol Right, % | 60% | 63% | 2% | 30% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 460 | 213 | 367 | 10 |
| LT Vol | 177 | 0 | 210 | 3 |
| Through Vol | 8 | 78 | 151 | 4 |
| RT Vol | 275 | 135 | 6 | 3 |
| Lane Flow Rate | 517 | 239 | 412 | 11 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.805 | 0.41 | 0.703 | 0.022 |
| Departure Headway (Hd) | 5.607 | 6.16 | 6.135 | 7.026 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 641 | 589 | 586 | 511 |
| Service Time | 3.7 | 4.162 | 4.233 | 5.042 |
| HCM Lane V/C Ratio | 0.807 | 0.406 | 0.703 | 0.022 |
| HCM Control Delay | 28 | 13.4 | 22.6 | 10.2 |
| HCM Lane LOS | D | B | C | B |
| HCM 95th-tile Q | 8.1 | 2 | 5.6 | 0.1 |

Intersection

Int Delay, s/veh 0.4

Movement WBL WBR NBT NBR SBL SBTLane Configurations 

Traffic Vol, veh/h 8 10 438 16 10 549

Future Vol, veh/h 8 10 438 16 10 549

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, % -8 - -1 - - -3

Peak Hour Factor 63 63 63 63 63 63

Heavy Vehicles, % 0 0 8 0 0 7

Mvmt Flow 13 16 695 25 16 871

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 1611 708 0 0 720 0

Stage 1 708 - - - - -

Stage 2 903 - - - - -

Critical Hdwy 4.8 5.4 - - 4.1 -

Critical Hdwy Stg 1 3.8 - - - - -

Critical Hdwy Stg 2 3.8 - - - - -

Follow-up Hdwy 3.5 3.3 - - 2.2 -

Pot Cap-1 Maneuver 238 513 - - 891 -

Stage 1 674 - - - - -

Stage 2 596 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 230 513 - - 891 -

Mov Cap-2 Maneuver 230 - - - - -

Stage 1 674 - - - - -

Stage 2 575 - - - - -

Approach WB NB SB

HCM Control Delay, s 16.9 0 0.2

HCM LOS C

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h) - - 332 891 -

HCM Lane V/C Ratio - - 0.086 0.018 -

HCM Control Delay (s) - - 16.9 9.1 0

HCM Lane LOS - - C A A

HCM 95th %tile Q(veh) - - 0.3 0.1 -

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 18 | 537 | 9 | 5 | 529 |
| Future Vol, veh/h | 29 | 18 | 537 | 9 | 5 | 529 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 6 |
| Mvmt Flow | 35 | 22 | 647 | 11 | 6 | 637 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-----|---|
| Conflicting Flow All | 1302 | 653 | 0 | 0 | 658 | 0 |
| Stage 1 | 653 | - | - | - | - | - |
| Stage 2 | 649 | - | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 320 | 544 | - | - | 939 | - |
| Stage 1 | 697 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 317 | 544 | - | - | 939 | - |
| Mov Cap-2 Maneuver | 317 | - | - | - | - | - |
| Stage 1 | 697 | - | - | - | - | - |
| Stage 2 | 692 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 16.2 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 377 | 939 |
| HCM Lane V/C Ratio | - | - | 0.15 | 0.006 |
| HCM Control Delay (s) | - | - | 16.2 | 8.9 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↗ | ↗ | ↗ |
| Traffic Vol, veh/h | 19 | 31 | 101 | 435 | 491 | 66 |
| Future Vol, veh/h | 19 | 31 | 101 | 435 | 491 | 66 |
| 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 | 195 | 150 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -1 | - | - | -6 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 0 | 23 | 21 | 7 | 7 | 0 |
| Mvmt Flow | 26 | 42 | 136 | 588 | 664 | 89 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 1524 | 664 | 753 | 0 | 0 | |
| Stage 1 | 664 | - | - | - | - | |
| Stage 2 | 860 | - | - | - | - | |
| Critical Hdwy | 6.2 | 6.33 | 4.31 | - | - | |
| Critical Hdwy Stg 1 | 5.2 | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.2 | - | - | - | - | |
| Follow-up Hdwy | 3.5 | 3.507 | 2.389 | - | - | |
| Pot Cap-1 Maneuver | 143 | 434 | 777 | - | - | |
| Stage 1 | 535 | - | - | - | - | |
| Stage 2 | 438 | - | - | - | - | |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 118 | 434 | 777 | - | - | |
| Mov Cap-2 Maneuver | 118 | - | - | - | - | |
| Stage 1 | 441 | - | - | - | - | |
| Stage 2 | 438 | - | - | - | - | |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 25.4 | 2 | 0 | | | |
| HCM LOS | D | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
| Capacity (veh/h) | 777 | - | 118 | 434 | - | - |
| HCM Lane V/C Ratio | 0.176 | - | 0.218 | 0.097 | - | - |
| HCM Control Delay (s) | 10.6 | - | 43.8 | 14.2 | - | - |
| HCM Lane LOS | B | - | E | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 0.8 | 0.3 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↙ | ↗ | ↙ | ↗ | ↗ | ↗ |
| Traffic Vol, veh/h | 63 | 100 | 39 | 483 | 534 | 24 |
| Future Vol, veh/h | 63 | 100 | 39 | 483 | 534 | 24 |
| 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 | 195 | 150 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -1 | - | - | -6 | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 24 | 26 | 5 | 6 | 0 |
| Mvmt Flow | 72 | 115 | 45 | 555 | 614 | 28 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1259 | 614 | 642 | 0 | - | 0 |
| Stage 1 | 614 | - | - | - | - | - |
| Stage 2 | 645 | - | - | - | - | - |
| Critical Hdwy | 6.2 | 6.34 | 4.36 | - | - | - |
| Critical Hdwy Stg 1 | 5.2 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.2 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.516 | 2.434 | - | - | - |
| Pot Cap-1 Maneuver | 204 | 462 | 838 | - | - | - |
| Stage 1 | 563 | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 193 | 462 | 838 | - | - | - |
| Mov Cap-2 Maneuver | 193 | - | - | - | - | - |
| Stage 1 | 533 | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 22.7 | 0.7 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 838 | - | 193 | 462 | - | - |
| HCM Lane V/C Ratio | 0.053 | - | 0.375 | 0.249 | - | - |
| HCM Control Delay (s) | 9.5 | - | 34.4 | 15.4 | - | - |
| HCM Lane LOS | A | - | D | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.6 | 1 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 237 | 491 | 47 | 129 | 513 | 169 | 125 | 243 | 59 | 175 | 202 | 165 |
| Future Volume (vph) | 237 | 491 | 47 | 129 | 513 | 169 | 125 | 243 | 59 | 175 | 202 | 165 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | | -4% |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | 0.98 | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Frt | | | 0.850 | | | 0.850 | | 0.971 | | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1662 | 1749 | 1432 | 1752 | 1727 | 1404 | 1901 | 1755 | 0 | 1585 | 1745 | 0 |
| Flt Permitted | 0.116 | | | 0.117 | | | 0.141 | | | 0.241 | | |
| Satd. Flow (perm) | 203 | 1749 | 1432 | 216 | 1727 | 1370 | 282 | 1755 | 0 | 401 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 206 | | 10 | | | 35 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | 450 | |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | 10.2 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | 1 | | 2 | 2 | | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 5% | 5% | 9% | 3% | 10% | 15% | 6% | 5% | 11% | 20% | 6% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 289 | 599 | 57 | 157 | 626 | 206 | 152 | 368 | 0 | 213 | 447 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | | 15.0 | 40.0 | |
| Total Split (%) | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | 12.6% | 12.6% | 33.6% | | 12.6% | 33.6% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | | 9.0 | 34.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 2 | | | 2 | | | 3 | | | 3 | |
| Act Effct Green (s) | 43.6 | 35.6 | 49.1 | 43.1 | 35.4 | 43.4 | 36.9 | 28.4 | | 38.1 | 29.0 | |
| Actuated g/C Ratio | 0.40 | 0.33 | 0.45 | 0.40 | 0.33 | 0.40 | 0.34 | 0.26 | | 0.35 | 0.27 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 8% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|-------|------|------|------|-----|------|------|-----|
| v/c Ratio | 1.42 | 1.04 | 0.08 | 0.75 | 1.11 | 0.31 | 0.68 | 0.79 | | 0.89 | 0.91 | |
| Control Delay | 240.6 | 85.6 | 0.2 | 45.0 | 107.4 | 4.3 | 38.7 | 49.3 | | 63.4 | 59.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 240.6 | 85.6 | 0.2 | 45.0 | 107.4 | 4.3 | 38.7 | 49.3 | | 63.4 | 59.3 | |
| LOS | F | F | A | D | F | A | D | D | | E | E | |
| Approach Delay | | 127.8 | | | 76.0 | | | 46.2 | | | 60.6 | |
| Approach LOS | | F | | | E | | | D | | | E | |
| Queue Length 50th (ft) | ~223 | ~462 | 0 | 63 | ~506 | 0 | 63 | 220 | | 94 | 268 | |
| Queue Length 95th (ft) | #390 | #580 | 0 | #148 | #657 | 33 | 108 | 318 | | #170 | 381 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 203 | 575 | 731 | 215 | 563 | 674 | 233 | 562 | | 239 | 576 | |
| 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 | 1.42 | 1.04 | 0.08 | 0.73 | 1.11 | 0.31 | 0.65 | 0.65 | | 0.89 | 0.78 | |

Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 108.3
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.42
 Intersection Signal Delay: 83.5
 Intersection LOS: F
 Intersection Capacity Utilization 87.8%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|---------------------|-------------------------|---------------------|------------------------|
| #10 Ø9f Ø1 15 s | #10 → Ø2 40 s | #10 #15 ↙ Ø3 15 s | #10 ↓ Ø4 40 s | #10 #15 ← Ø5 9 s |
| #10 ↗ Ø5 15 s | #10 ← Ø6 40 s | #10 #15 ↘ Ø7 15 s | #10 ↑ Ø8 40 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 493 | 335 | 19 | 83 | 267 | 312 | 46 | 575 | 113 | 460 | 371 | 551 |
| Future Volume (vph) | 493 | 335 | 19 | 83 | 267 | 312 | 46 | 575 | 113 | 460 | 371 | 551 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | 0.850 | | | 0.850 | | 0.975 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1724 | 1724 | 1168 | 1811 | 1761 | 1299 | 1555 | 3343 | 0 | 1656 | 1627 | 1383 |
| Flt Permitted | 0.144 | | | 0.555 | | | 0.186 | | | 0.131 | | |
| Satd. Flow (perm) | 261 | 1724 | 1168 | 1058 | 1761 | 1299 | 304 | 3343 | 0 | 228 | 1627 | 1383 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 11 | | | | 389 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 6% | 8% | 31% | 4% | 9% | 13% | 15% | 4% | 6% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 503 | 342 | 19 | 85 | 272 | 318 | 47 | 702 | 0 | 469 | 379 | 562 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 9.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 58.0 | 50.2 | 78.0 | 31.2 | 28.5 | 53.0 | 70.4 | 40.1 | | 65.8 | 36.9 | 67.0 |
| Actuated g/C Ratio | 0.38 | 0.33 | 0.52 | 0.21 | 0.19 | 0.35 | 0.47 | 0.27 | | 0.44 | 0.24 | 0.44 |
| v/c Ratio | 1.28 | 0.60 | 0.03 | 0.33 | 0.82 | 0.70 | 0.11 | 0.78 | | 1.22 | 0.95 | 0.68 |
| Control Delay | 183.2 | 43.3 | 0.1 | 37.9 | 68.8 | 33.9 | 28.4 | 58.4 | | 166.1 | 90.6 | 9.1 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| 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) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| 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 | 183.2 | 43.3 | 0.1 | 37.9 | 68.8 | 33.9 | 28.4 | 58.4 | | 166.1 | 90.6 | 9.1 |
| LOS | F | D | A | D | E | C | C | E | | F | F | A |
| Approach Delay | | 123.8 | | | 48.5 | | | 56.6 | | | 83.2 | |
| Approach LOS | | F | | | D | | | E | | | F | |
| Queue Length 50th (ft) | ~541 | 272 | 0 | 49 | 255 | 129 | 23 | 325 | | ~499 | ~387 | 55 |
| Queue Length 95th (ft) | #903 | 321 | 0 | 104 | 247 | 225 | 55 | 457 | | #799 | 497 | 131 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 392 | 752 | 651 | 401 | 651 | 456 | 419 | 898 | | 384 | 725 | 830 |
| 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 | 1.28 | 0.45 | 0.03 | 0.21 | 0.42 | 0.70 | 0.11 | 0.78 | | 1.22 | 0.52 | 0.68 |

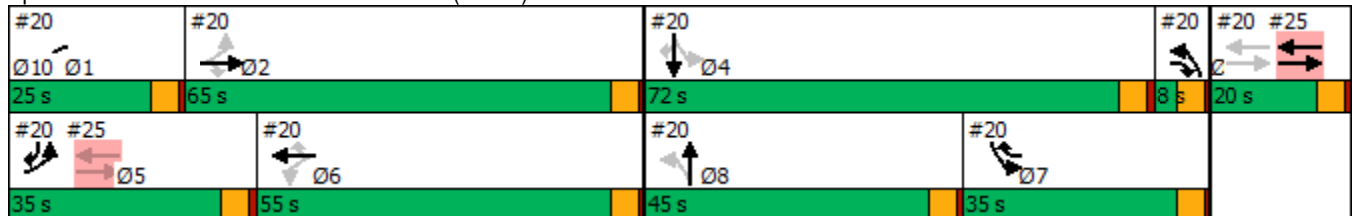
Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 150.8
 Natural Cycle: 140
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 81.0
 Intersection Capacity Utilization 103.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

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

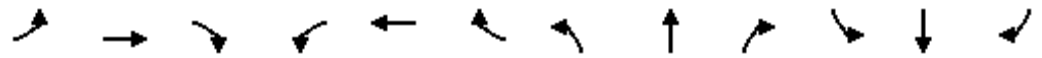
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | | ↕ | ↗ | | | | | ↕ | ↗ | ↖ | ↕ | |
| Traffic Volume (vph) | 351 | 6 | 464 | 0 | 0 | 0 | 0 | 724 | 715 | 402 | 899 | 0 |
| Future Volume (vph) | 351 | 6 | 464 | 0 | 0 | 0 | 0 | 724 | 715 | 402 | 899 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | 0.850 | | | |
| Flt Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1562 | 1346 | 0 | 0 | 0 | 0 | 3015 | 1616 | 3519 | 3458 | 0 |
| Flt Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1562 | 1346 | 0 | 0 | 0 | 0 | 3015 | 1616 | 3519 | 3458 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 481 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | | 505 |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | | 11.5 |
| 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 (%) | 13% | 13% | 17% | 0% | 0% | 0% | 0% | 14% | 5% | 2% | 7% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 361 | 469 | 0 | 0 | 0 | 0 | 731 | 722 | 406 | 908 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | | | | | 21.0 | 21.0 | 18.0 | 39.0 | |
| Total Split (%) | 48.0% | 48.0% | 48.0% | | | | | 28.0% | 28.0% | 24.0% | 52.0% | |
| Maximum Green (s) | 31.0 | 31.0 | 31.0 | | | | | 16.0 | 16.0 | 13.0 | 34.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 25.8 | 25.8 | | | | | 22.1 | 22.1 | 12.1 | 39.2 | |
| Actuated g/C Ratio | | 0.34 | 0.34 | | | | | 0.29 | 0.29 | 0.16 | 0.52 | |
| v/c Ratio | | 0.67 | 0.88 | | | | | 0.83 | 0.89 | 0.71 | 0.50 | |
| Control Delay | | 26.7 | 37.0 | | | | | 32.8 | 24.2 | 33.8 | 10.2 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 26.7 | 37.0 | | | | | 32.8 | 24.2 | 33.8 | 10.2 | |
| LOS | | C | D | | | | | C | C | C | B | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 351 | 6 | 464 | 0 | 0 | 0 | 0 | 724 | 715 | 402 | 899 | 0 |
| Future Volume (veh/h) | 351 | 6 | 464 | 0 | 0 | 0 | 0 | 724 | 715 | 402 | 899 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1560 | 1560 | 1501 | | | | 0 | 1640 | 1844 | 2067 | 1992 | 0 |
| Adj Flow Rate, veh/h | 355 | 6 | 469 | | | | 0 | 731 | 0 | 406 | 908 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 13 | 13 | 17 | | | | 0 | 14 | 5 | 2 | 7 | 0 |
| Cap, veh/h | 572 | 10 | 497 | | | | 0 | 848 | | 522 | 1799 | 0 |
| Arrive On Green | 0.39 | 0.39 | 0.39 | | | | 0.00 | 0.54 | 0.00 | 0.05 | 0.16 | 0.00 |
| Sat Flow, veh/h | 1462 | 25 | 1272 | | | | 0 | 3197 | 1563 | 3818 | 3884 | 0 |
| Grp Volume(v), veh/h | 361 | 0 | 469 | | | | 0 | 731 | 0 | 406 | 908 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1487 | 0 | 1272 | | | | 0 | 1558 | 1563 | 1909 | 1892 | 0 |
| Q Serve(g_s), s | 14.6 | 0.0 | 26.7 | | | | 0.0 | 15.1 | 0.0 | 7.9 | 16.5 | 0.0 |
| Cycle Q Clear(g_c), s | 14.6 | 0.0 | 26.7 | | | | 0.0 | 15.1 | 0.0 | 7.9 | 16.5 | 0.0 |
| Prop In Lane | 0.98 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 582 | 0 | 497 | | | | 0 | 848 | | 522 | 1799 | 0 |
| V/C Ratio(X) | 0.62 | 0.00 | 0.94 | | | | 0.00 | 0.86 | | 0.78 | 0.50 | 0.00 |
| Avail Cap(c_a), veh/h | 615 | 0 | 526 | | | | 0 | 848 | | 662 | 1799 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 2.00 | 2.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.56 | 0.56 | 0.00 |
| Uniform Delay (d), s/veh | 18.4 | 0.0 | 22.0 | | | | 0.0 | 15.9 | 0.0 | 34.7 | 23.5 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 24.5 | | | | 0.0 | 11.3 | 0.0 | 1.9 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 8.5 | 0.0 | 16.0 | | | | 0.0 | 8.1 | 0.0 | 6.4 | 11.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 46.5 | | | | 0.0 | 27.1 | 0.0 | 36.6 | 24.1 | 0.0 |
| LnGrp LOS | B | A | D | | | | A | C | | D | C | A |
| Approach Vol, veh/h | | 830 | | | | | | 731 | | | 1314 | |
| Approach Delay, s/veh | | 34.8 | | | | | | 27.1 | | | 28.0 | |
| Approach LOS | | C | | | | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 4 | 6 | | | | | | | | |
| Phs Duration (G+Y+Rc), s | 15.3 | 25.4 | 34.3 | 40.7 | | | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | | | | | | | | |
| Max Green Setting (Gmax), s | 13.0 | 16.0 | 31.0 | 34.0 | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | 9.9 | 0.0 | 28.7 | 0.0 | | | | | | | | |
| Green Ext Time (p_c), s | 0.4 | 0.0 | 0.7 | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 29.7 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 656 | 1 | 321 | 342 | 733 | 0 | 0 | 645 | 293 |
| Future Volume (vph) | 0 | 0 | 0 | 656 | 1 | 321 | 342 | 733 | 0 | 0 | 645 | 293 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.98 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.952 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 1333 | 2979 | 0 | 0 | 3628 | 1534 |
| Fl _t Permitted | | | | 0.950 | 0.952 | | 0.144 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 202 | 2979 | 0 | 0 | 3628 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 102 | | | | | | 401 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 0% | 4% | 25% | 8% | 0% | 0% | 3% | 9% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 449 | 451 | 440 | 468 | 1004 | 0 | 0 | 884 | 401 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 31.0 | 31.0 | 31.0 | 15.0 | 44.0 | | | 29.0 | 29.0 |
| Total Split (%) | | | | 41.3% | 41.3% | 41.3% | 20.0% | 58.7% | | | 38.7% | 38.7% |
| Maximum Green (s) | | | | 26.0 | 26.0 | 26.0 | 10.0 | 39.0 | | | 24.0 | 24.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 24.0 | 24.0 | 24.0 | 41.0 | 41.0 | | | 26.0 | 26.0 |
| Actuated g/C Ratio | | | | 0.32 | 0.32 | 0.32 | 0.55 | 0.55 | | | 0.35 | 0.35 |
| v/c Ratio | | | | 0.89 | 0.89 | 0.78 | 1.79 | 0.62 | | | 0.70 | 0.51 |
| Control Delay | | | | 45.1 | 45.4 | 27.9 | 389.4 | 13.0 | | | 28.5 | 9.6 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|-------|-----|-----|------|------|
| Total Delay | | | | 45.1 | 45.4 | 27.9 | 389.4 | 13.0 | | | 28.5 | 9.6 |
| LOS | | | | D | D | C | F | B | | | C | A |
| Approach Delay | | | | | 39.5 | | | 132.7 | | | 22.6 | |
| Approach LOS | | | | | D | | | F | | | C | |
| Queue Length 50th (ft) | | | | 196 | 197 | 135 | ~309 | 190 | | | 181 | 9 |
| Queue Length 95th (ft) | | | | 231 | 233 | 167 | #365 | 185 | | | 225 | 64 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 550 | 551 | 605 | 261 | 1630 | | | 1259 | 782 |
| 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 | | | | 0.82 | 0.82 | 0.73 | 1.79 | 0.62 | | | 0.70 | 0.51 |



















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 46 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.79
 Intersection Signal Delay: 67.7
 Intersection LOS: E
 Intersection Capacity Utilization 88.0%
 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: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 66 | 0 | 32 | 33 | 0 | 20 | 36 | 1331 | 13 | 22 | 1317 | 5 |
| Future Volume (vph) | 66 | 0 | 32 | 33 | 0 | 20 | 36 | 1331 | 13 | 22 | 1317 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.955 | | | 0.950 | | | 0.999 | | | 0.999 | |
| Flt Protected | | 0.968 | | | 0.970 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 0 | 0 | 1750 | 0 | 1574 | 3260 | 0 | 1718 | 3260 | 0 |
| Flt Permitted | | 0.823 | | | 0.802 | | 0.111 | | | 0.124 | | |
| Satd. Flow (perm) | 0 | 1467 | 0 | 0 | 1447 | 0 | 184 | 3260 | 0 | 224 | 3260 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 73 | | | 73 | | | 2 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 30 | | | 30 | |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | 427 | |
| Travel Time (s) | | 5.0 | | | 12.6 | | | 4.2 | | | 9.7 | |
| 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 (%) | 2% | 0% | 22% | 0% | 0% | 18% | 7% | 7% | 0% | 0% | 9% | 25% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 109 | 0 | 0 | 59 | 0 | 40 | 1493 | 0 | 24 | 1469 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.5 | 1.0 | | 0.5 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 11.6 | | | 11.6 | | 56.6 | 53.4 | | 55.8 | 50.6 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | 0.75 | 0.71 | | 0.74 | 0.67 | |
| v/c Ratio | | 0.38 | | | 0.21 | | 0.12 | 0.64 | | 0.07 | 0.67 | |
| Control Delay | | 15.6 | | | 7.3 | | 4.1 | 11.9 | | 3.2 | 10.4 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 15.6 | | | 7.3 | | 4.1 | 11.9 | | 3.2 | 10.4 | |
| LOS | | B | | | A | | A | B | | A | B | |
| Approach Delay | | 15.6 | | | 7.3 | | | 11.7 | | | 10.3 | |
| Approach LOS | | B | | | A | | | B | | | B | |
| Queue Length 50th (ft) | | 15 | | | 0 | | 4 | 124 | | 2 | 196 | |
| Queue Length 95th (ft) | | 54 | | | 23 | | 13 | #477 | | m6 | #288 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 444 | | | 439 | | 343 | 2323 | | 387 | 2201 | |
| 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 | | 0.25 | | | 0.13 | | 0.12 | 0.64 | | 0.06 | 0.67 | |

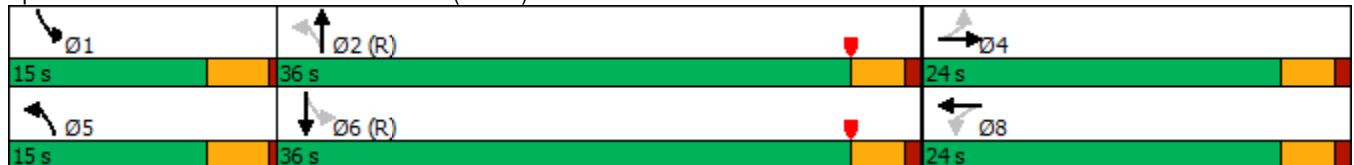
Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 11.1
 Intersection Capacity Utilization 52.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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: 50: North Airmont Road (CR 89) & North DeBaun Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 0 | 32 | 33 | 0 | 20 | 36 | 1331 | 13 | 22 | 1317 | 5 |
| Future Volume (veh/h) | 66 | 0 | 32 | 33 | 0 | 20 | 36 | 1331 | 13 | 22 | 1317 | 5 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1945 | 1976 | 1637 | 1976 | 1976 | 1699 | 1796 | 1796 | 1900 | 2057 | 1922 | 1682 |
| Adj Flow Rate, veh/h | 73 | 0 | 36 | 37 | 0 | 22 | 40 | 1479 | 14 | 24 | 1463 | 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 |
| Percent Heavy Veh, % | 2 | 0 | 22 | 0 | 0 | 18 | 7 | 7 | 0 | 0 | 9 | 25 |
| Cap, veh/h | 203 | 16 | 69 | 198 | 18 | 82 | 445 | 2280 | 22 | 355 | 2370 | 10 |
| Arrive On Green | 0.13 | 0.00 | 0.13 | 0.13 | 0.00 | 0.13 | 0.08 | 0.66 | 0.66 | 0.10 | 1.00 | 1.00 |
| Sat Flow, veh/h | 951 | 126 | 531 | 924 | 141 | 633 | 1711 | 3464 | 33 | 1959 | 3730 | 15 |
| Grp Volume(v), veh/h | 109 | 0 | 0 | 59 | 0 | 0 | 40 | 728 | 765 | 24 | 716 | 753 |
| Grp Sat Flow(s),veh/h/ln | 1609 | 0 | 0 | 1698 | 0 | 0 | 1711 | 1706 | 1790 | 1959 | 1826 | 1919 |
| Q Serve(g_s), s | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 19.1 | 19.1 | 0.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.5 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.5 | 19.1 | 19.1 | 0.3 | 0.0 | 0.0 |
| Prop In Lane | 0.67 | | 0.33 | 0.63 | | 0.37 | 1.00 | | 0.02 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 288 | 0 | 0 | 298 | 0 | 0 | 445 | 1123 | 1178 | 355 | 1160 | 1219 |
| V/C Ratio(X) | 0.38 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.09 | 0.65 | 0.65 | 0.07 | 0.62 | 0.62 |
| Avail Cap(c_a), veh/h | 498 | 0 | 0 | 507 | 0 | 0 | 567 | 1123 | 1178 | 540 | 1160 | 1219 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.3 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 3.2 | 7.6 | 7.6 | 5.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.3 | 2.9 | 2.8 | 0.3 | 2.5 | 2.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.7 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.3 | 10.4 | 10.8 | 0.2 | 1.4 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.2 | 0.0 | 0.0 | 30.5 | 0.0 | 0.0 | 3.5 | 10.5 | 10.4 | 5.8 | 2.5 | 2.4 |
| LnGrp LOS | C | A | A | C | A | A | A | B | B | A | A | A |
| Approach Vol, veh/h | | 109 | | | 59 | | | 1533 | | | 1493 | |
| Approach Delay, s/veh | | 33.2 | | | 30.5 | | | 10.3 | | | 2.5 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.9 | 53.4 | | 13.7 | 9.7 | 51.6 | | 13.7 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 21.1 | | 6.5 | 2.5 | 2.0 | | 4.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 10.0 | | 0.9 | 0.1 | 24.8 | | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 7.8 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 117 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 200 |
| Future Volume (vph) | 117 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 200 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | | 0.850 | | 0.981 | | | 0.965 |
| Flt Protected | | 0.960 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1728 | 1433 | 1797 | 913 | 1242 | 1645 | 3224 | 0 | 1762 | 3378 | 0 |
| Flt Permitted | | 0.758 | | 0.622 | | | 0.187 | | | 0.387 | | |
| Satd. Flow (perm) | 0 | 1365 | 1433 | 1177 | 913 | 1242 | 324 | 3224 | 0 | 718 | 3378 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 91 | | | 102 | | | 25 | | | 63 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | | 587 |
| Travel Time (s) | | 15.5 | | | 10.2 | | | 17.8 | | | | 13.3 |
| 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 (%) | 1% | 9% | 2% | 0% | 100% | 25% | 5% | 10% | 0% | 8% | 8% | 11% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 157 | 400 | 16 | 7 | 14 | 207 | 695 | 0 | 37 | 946 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 14.5 | 30.0 | 14.5 | 14.5 | 14.5 | 50.2 | 43.5 | | 41.3 | 35.0 | |
| Actuated g/C Ratio | | 0.19 | 0.40 | 0.19 | 0.19 | 0.19 | 0.67 | 0.58 | | 0.55 | 0.47 | |
| v/c Ratio | | 0.60 | 0.64 | 0.07 | 0.04 | 0.04 | 0.52 | 0.37 | | 0.08 | 0.59 | |
| Control Delay | | 36.5 | 18.0 | 23.0 | 22.5 | 0.2 | 13.9 | 5.3 | | 6.2 | 16.6 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 36.5 | 18.0 | 23.0 | 22.5 | 0.2 | 13.9 | 5.3 | | 6.2 | 16.6 | |
| LOS | | D | B | C | C | A | B | A | | A | B | |

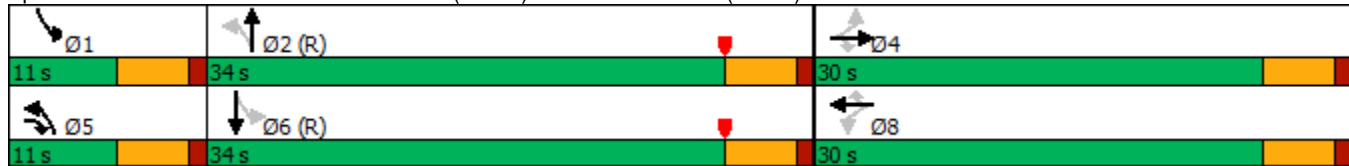

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|-----|------|
| Approach Delay | | 23.2 | | | 14.3 | | | 7.2 | | | | 16.2 |
| Approach LOS | | C | | | B | | | A | | | | B |
| Queue Length 50th (ft) | | 68 | 111 | 6 | 3 | 0 | 21 | 51 | | 5 | | 150 |
| Queue Length 95th (ft) | | 114 | 173 | 20 | 12 | 0 | m82 | 75 | | 17 | | 244 |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | | 507 |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 455 | 627 | 392 | 304 | 482 | 401 | 1880 | | 486 | | 1610 |
| 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 | | 0.35 | 0.64 | 0.04 | 0.02 | 0.03 | 0.52 | 0.37 | | 0.08 | | 0.59 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 14.5
 Intersection LOS: B
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 117 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 200 |
| Future Volume (veh/h) | 117 | 24 | 360 | 14 | 6 | 13 | 186 | 546 | 79 | 33 | 652 | 200 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1673 | 1555 | 1658 | 2136 | 635 | 1761 | 1802 | 1728 | 1876 | 2015 | 2015 | 1892 |
| Adj Flow Rate, veh/h | 130 | 27 | 400 | 16 | 7 | 14 | 207 | 607 | 88 | 37 | 724 | 222 |
| 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 |
| Percent Heavy Veh, % | 1 | 9 | 2 | 0 | 100 | 25 | 5 | 10 | 0 | 8 | 8 | 11 |
| Cap, veh/h | 370 | 67 | 520 | 297 | 184 | 432 | 370 | 1366 | 198 | 512 | 1241 | 381 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.16 | 0.95 | 0.95 | 0.04 | 0.43 | 0.43 |
| Sat Flow, veh/h | 974 | 232 | 1405 | 1097 | 635 | 1492 | 1717 | 2879 | 416 | 1919 | 2885 | 885 |
| Grp Volume(v), veh/h | 157 | 0 | 400 | 16 | 7 | 14 | 207 | 346 | 349 | 37 | 480 | 466 |
| Grp Sat Flow(s),veh/h/ln | 1206 | 0 | 1405 | 1097 | 635 | 1492 | 1717 | 1642 | 1653 | 1919 | 1914 | 1856 |
| Q Serve(g_s), s | 7.4 | 0.0 | 18.8 | 0.9 | 0.6 | 0.5 | 5.3 | 1.4 | 1.4 | 0.8 | 14.3 | 14.3 |
| Cycle Q Clear(g_c), s | 8.0 | 0.0 | 18.8 | 8.9 | 0.6 | 0.5 | 5.3 | 1.4 | 1.4 | 0.8 | 14.3 | 14.3 |
| Prop In Lane | 0.83 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 0.48 |
| Lane Grp Cap(c), veh/h | 437 | 0 | 520 | 297 | 184 | 432 | 370 | 779 | 784 | 512 | 823 | 798 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.77 | 0.05 | 0.04 | 0.03 | 0.56 | 0.44 | 0.45 | 0.07 | 0.58 | 0.58 |
| Avail Cap(c_a), veh/h | 490 | 0 | 581 | 344 | 212 | 497 | 370 | 779 | 784 | 597 | 823 | 798 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.69 | 0.69 | 0.69 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.8 | 0.0 | 20.8 | 25.4 | 19.1 | 19.1 | 11.2 | 1.0 | 1.0 | 10.9 | 16.3 | 16.3 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 5.6 | 0.1 | 0.1 | 0.0 | 1.3 | 1.3 | 1.3 | 0.1 | 3.0 | 3.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 4.0 | 0.0 | 10.7 | 0.4 | 0.2 | 0.3 | 3.0 | 1.0 | 1.0 | 0.6 | 10.6 | 10.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.3 | 0.0 | 26.4 | 25.5 | 19.2 | 19.1 | 12.5 | 2.3 | 2.3 | 11.0 | 19.3 | 19.4 |
| LnGrp LOS | C | A | C | C | B | B | B | A | A | B | B | B |
| Approach Vol, veh/h | | 557 | | | 37 | | | 902 | | | 983 | |
| Approach Delay, s/veh | | 25.3 | | | 21.9 | | | 4.6 | | | 19.0 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 40.6 | | 26.7 | 11.0 | 37.3 | | 26.7 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 3.4 | | 20.8 | 7.3 | 16.3 | | 10.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.5 | | 0.9 | 0.0 | 3.1 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 15.2 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 10 | 507 | 16 | 10 | 599 |
| Future Vol, veh/h | 8 | 10 | 507 | 16 | 10 | 599 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 8 |
| Mvmt Flow | 13 | 16 | 805 | 25 | 16 | 951 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 1801 | 818 | 0 | 0 | 830 |
| Stage 1 | 818 | - | - | - | - |
| Stage 2 | 983 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 197 | 455 | - | - | 811 |
| Stage 1 | 629 | - | - | - | - |
| Stage 2 | 566 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 189 | 455 | - | - | 811 |
| Mov Cap-2 Maneuver | 189 | - | - | - | - |
| Stage 1 | 629 | - | - | - | - |
| Stage 2 | 542 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 19.3 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 280 | 811 |
| HCM Lane V/C Ratio | - | - | 0.102 | 0.02 |
| HCM Control Delay (s) | - | - | 19.3 | 9.5 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

Intersection

Int Delay, s/veh 2.4

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↶ | | ↷ | ↶ | ↷ | |
| Traffic Vol, veh/h | 703 | 22 | 76 | 788 | 23 | 144 |
| Future Vol, veh/h | 703 | 22 | 76 | 788 | 23 | 144 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 9 | 6 | 11 | 9 | 17 | 3 |
| Mvmt Flow | 732 | 23 | 79 | 821 | 24 | 150 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 755 | 0 | 1723 |
| Stage 1 | - | - | - | - | 744 |
| Stage 2 | - | - | - | - | 979 |
| Critical Hdwy | - | - | 4.21 | - | 5.77 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.77 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.77 |
| Follow-up Hdwy | - | - | 2.299 | - | 3.653 |
| Pot Cap-1 Maneuver | - | - | 816 | - | 132 |
| Stage 1 | - | - | - | - | 524 |
| Stage 2 | - | - | - | - | 425 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 816 | - | 119 |
| Mov Cap-2 Maneuver | - | - | - | - | 255 |
| Stage 1 | - | - | - | - | 524 |
| Stage 2 | - | - | - | - | 384 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.9 | 20.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 406 | - | - | 816 | - |
| HCM Lane V/C Ratio | 0.428 | - | - | 0.097 | - |
| HCM Control Delay (s) | 20.4 | - | - | 9.9 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 2.1 | - | - | 0.3 | - |

Intersection

Int Delay, s/veh 114.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 142 | 228 | 344 | 72 | 2 | 91 | 2 | 185 | 2 | 2 | 0 |
| Future Vol, veh/h | 0 | 142 | 228 | 344 | 72 | 2 | 91 | 2 | 185 | 2 | 2 | 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 | 72 |
| Heavy Vehicles, % | 0 | 5 | 11 | 8 | 7 | 0 | 12 | 0 | 12 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 197 | 317 | 478 | 100 | 3 | 126 | 3 | 257 | 3 | 3 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 103 | 0 | 0 | 514 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.18 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.272 |
| Pot Cap-1 Maneuver | 1502 | - | - | 1022 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1502 | - | - | 1022 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|--------|------|
| HCM Control Delay, s | 0 | 9.5 | \$ 426 | 82.3 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|--------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 212 | 1502 | - | - | 1022 | - | - | 52 |
| HCM Lane V/C Ratio | 1.821 | - | - | - | 0.467 | - | - | 0.107 |
| HCM Control Delay (s) | \$ 426 | 0 | - | - | 11.6 | 0 | - | 82.3 |
| HCM Lane LOS | F | A | - | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 27.1 | 0 | - | - | 2.5 | - | - | 0.3 |

Notes

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

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 35 | 0 | 19 | 0 | 0 | 11 | 22 | 1393 | 2 | 5 | 1325 | 33 |
| Future Vol, veh/h | 35 | 0 | 19 | 0 | 0 | 11 | 22 | 1393 | 2 | 5 | 1325 | 33 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 290 | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 67 | 0 | 40 | 0 | 0 | 88 | 33 | 7 | 50 | 25 | 8 | 50 |
| Mvmt Flow | 37 | 0 | 20 | 0 | 0 | 12 | 23 | 1466 | 2 | 5 | 1395 | 35 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2202 | 2937 | 715 | 2221 | 2953 | 734 | 1430 | 0 | 0 | 1468 | 0 | 0 |
| Stage 1 | 1423 | 1423 | - | 1513 | 1513 | - | - | - | - | - | - | - |
| Stage 2 | 779 | 1514 | - | 708 | 1440 | - | - | - | - | - | - | - |
| Critical Hdwy | 9.24 | 6.9 | 7.9 | 7.5 | 6.5 | 8.66 | 4.76 | - | - | 4.6 | - | - |
| Critical Hdwy Stg 1 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 8.24 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.17 | 4 | 3.7 | 3.5 | 4 | 4.18 | 2.53 | - | - | 2.45 | - | - |
| Pot Cap-1 Maneuver | *86 | 3 | *474 | *103 | 3 | *387 | *695 | - | - | *661 | - | - |
| Stage 1 | *68 | 174 | - | *128 | 184 | - | - | - | - | - | - | - |
| Stage 2 | *220 | 156 | - | *396 | 200 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *81 | 3 | *474 | *95 | 3 | *387 | *695 | - | - | *661 | - | - |
| Mov Cap-2 Maneuver | *81 | 3 | - | *95 | 3 | - | - | - | - | - | - | - |
| Stage 1 | *66 | 173 | - | *124 | 178 | - | - | - | - | - | - | - |
| Stage 2 | *206 | 151 | - | *376 | 198 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 57.8 | | 14.6 | | 0.2 | | 0 | |
| HCM LOS | F | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | *695 | - | - | 81 | 474 | 387 | *661 | - | - |
| HCM Lane V/C Ratio | 0.033 | - | - | 0.455 | 0.042 | 0.03 | 0.008 | - | - |
| HCM Control Delay (s) | 10.4 | - | - | 82.2 | 12.9 | 14.6 | 10.5 | - | - |
| HCM Lane LOS | B | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.9 | 0.1 | 0.1 | 0 | - | - |

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

| 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 | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 249 | 55 | 48 | 545 | 5 |
| Future Vol, veh/h | 9 | 2 | 9 | 0 | 0 | 0 | 10 | 249 | 55 | 48 | 545 | 5 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 17 | 35 | 13 | 0 |
| Mvmt Flow | 14 | 3 | 14 | 0 | 0 | 0 | 15 | 377 | 83 | 73 | 826 | 8 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|------|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 1425 | 1466 | 830 | | | | 834 | 0 | 0 | 460 | 0 | 0 |
| Stage 1 | 976 | 976 | - | | | | - | - | - | - | - | - |
| Stage 2 | 449 | 490 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.2 | - | - | 4.45 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.29 | - | - | 2.515 | - | - |
| Pot Cap-1 Maneuver | 151 | 129 | 373 | | | | 766 | - | - | 948 | - | - |
| Stage 1 | 368 | 332 | - | | | | - | - | - | - | - | - |
| Stage 2 | 647 | 552 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 126 | 0 | 373 | | | | 766 | - | - | 948 | - | - |
| Mov Cap-2 Maneuver | 126 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 358 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 554 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 25 | 0.3 | 0.7 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 766 | - | - | 126 | 373 | 948 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.108 | 0.045 | 0.077 | - | - |
| HCM Control Delay (s) | 9.8 | 0 | - | 37 | 15.1 | 9.1 | 0 | - |
| HCM Lane LOS | A | A | - | E | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.4 | 0.1 | 0.2 | - | - |

Intersection

Int Delay, s/veh 1

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 20 | 258 | 0 | 0 | 574 |
| Future Vol, veh/h | 24 | 20 | 258 | 0 | 0 | 574 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 70 | 47 | 6 | 0 | 0 | 10 |
| Mvmt Flow | 32 | 27 | 344 | 0 | 0 | 765 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1109 | 344 | 0 |
| Stage 1 | 344 | - | - |
| Stage 2 | 765 | - | - |
| Critical Hdwy | 6.7 | 6.47 | - |
| Critical Hdwy Stg 1 | 5.7 | - | - |
| Critical Hdwy Stg 2 | 5.7 | - | - |
| Follow-up Hdwy | 4.13 | 3.723 | - |
| Pot Cap-1 Maneuver | 196 | 619 | - |
| Stage 1 | 612 | - | - |
| Stage 2 | 390 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 196 | 619 | - |
| Mov Cap-2 Maneuver | 196 | - | - |
| Stage 1 | 612 | - | - |
| Stage 2 | 390 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 20.9 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 284 | 1226 |
| HCM Lane V/C Ratio | - | - | 0.207 | - |
| HCM Control Delay (s) | - | - | 20.9 | 0 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 308 | 21 | 8 | 375 | 43 | 46 |
| Future Vol, veh/h | 308 | 21 | 8 | 375 | 43 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 9 | 15 | 50 | 14 | 5 | 16 |
| Mvmt Flow | 453 | 31 | 12 | 551 | 63 | 68 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 484 | 0 | 1044 |
| Stage 1 | - | - | - | - | 469 |
| Stage 2 | - | - | - | - | 575 |
| Critical Hdwy | - | - | 4.6 | - | 7.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.25 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.25 |
| Follow-up Hdwy | - | - | 2.65 | - | 3.545 |
| Pot Cap-1 Maneuver | - | - | 870 | - | 199 |
| Stage 1 | - | - | - | - | 562 |
| Stage 2 | - | - | - | - | 490 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 870 | - | 195 |
| Mov Cap-2 Maneuver | - | - | - | - | 195 |
| Stage 1 | - | - | - | - | 562 |
| Stage 2 | - | - | - | - | 480 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 27.1 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 291 | - | - | 870 | - |
| HCM Lane V/C Ratio | 0.45 | - | - | 0.014 | - |
| HCM Control Delay (s) | 27.1 | - | - | 9.2 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 285 | 69 | 67 | 345 | 38 | 35 |
| Future Vol, veh/h | 285 | 69 | 67 | 345 | 38 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 6 | 18 | 5 | 18 | 16 | 21 |
| Mvmt Flow | 331 | 80 | 78 | 401 | 44 | 41 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 411 | 0 | 928 |
| Stage 1 | - | - | - | - | 371 |
| Stage 2 | - | - | - | - | 557 |
| Critical Hdwy | - | - | 4.15 | - | 5.36 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.36 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.36 |
| Follow-up Hdwy | - | - | 2.245 | - | 3.644 |
| Pot Cap-1 Maneuver | - | - | 1132 | - | 383 |
| Stage 1 | - | - | - | - | 756 |
| Stage 2 | - | - | - | - | 658 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1132 | - | 349 |
| Mov Cap-2 Maneuver | - | - | - | - | 349 |
| Stage 1 | - | - | - | - | 756 |
| Stage 2 | - | - | - | - | 599 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.4 | 14.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 454 | - | - | 1132 | - |
| HCM Lane V/C Ratio | 0.187 | - | - | 0.069 | - |
| HCM Control Delay (s) | 14.7 | - | - | 8.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 8 | 21 | 72 | 445 | 588 | 47 |
| Future Vol, veh/h | 8 | 21 | 72 | 445 | 588 | 47 |
| 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, % | 4 | - | - | 2 | -2 | - |
| Peak Hour Factor | 62 | 62 | 62 | 62 | 62 | 62 |
| Heavy Vehicles, % | 0 | 52 | 13 | 7 | 7 | 0 |
| Mvmt Flow | 13 | 34 | 116 | 718 | 948 | 76 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1936 | 986 | 1024 | 0 | - | 0 |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 950 | - | - | - | - | - |
| Critical Hdwy | 7.2 | 7.12 | 4.23 | - | - | - |
| Critical Hdwy Stg 1 | 6.2 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.768 | 2.317 | - | - | - |
| Pot Cap-1 Maneuver | 48 | 218 | 637 | - | - | - |
| Stage 1 | 293 | - | - | - | - | - |
| Stage 2 | 307 | - | - | - | - | - |
| Platoon blocked, % | 2 | 1 | | - | - | - |
| Mov Cap-1 Maneuver | 33 | 218 | 637 | - | - | - |
| Mov Cap-2 Maneuver | 33 | - | - | - | - | - |
| Stage 1 | 204 | - | - | - | - | - |
| Stage 2 | 307 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 88.4 | 1.7 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 637 | - | 86 | - | - |
| HCM Lane V/C Ratio | 0.182 | - | 0.544 | - | - |
| HCM Control Delay (s) | 11.9 | 0 | 88.4 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 2.4 | - | - |



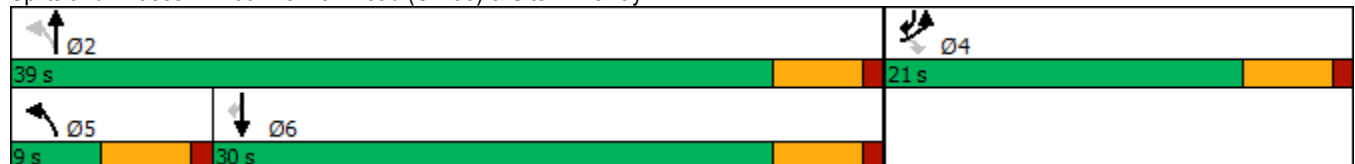
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 34 | 123 | 507 | 513 | 94 |
| Future Volume (vph) | 16 | 34 | 123 | 507 | 513 | 94 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 12 | 12 |
| Grade (%) | -1% | | | -6% | 0% | |
| Storage Length (ft) | 0 | 195 | 150 | | | 100 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (ft) | 25 | | 90 | | | |
| 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) | 1814 | 1178 | 1675 | 1812 | 1743 | 1615 |
| Flt Permitted | 0.950 | | 0.215 | | | |
| Satd. Flow (perm) | 1814 | 1178 | 365 | 1812 | 1743 | 1615 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 139 | | | | 25 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 378 | | | 637 | 908 | |
| Travel Time (s) | 10.3 | | | 14.5 | 20.6 | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Heavy Vehicles (%) | 0% | 47% | 11% | 8% | 9% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 22 | 46 | 166 | 685 | 693 | 127 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pm+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 4 |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 5 | 2 | 6 | 4 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 5.0 |
| Minimum Split (s) | 21.0 | 21.0 | 9.0 | 21.0 | 21.0 | 21.0 |
| Total Split (s) | 21.0 | 21.0 | 9.0 | 39.0 | 30.0 | 21.0 |
| Total Split (%) | 35.0% | 35.0% | 15.0% | 65.0% | 50.0% | 35.0% |
| Maximum Green (s) | 16.0 | 16.0 | 4.0 | 34.0 | 25.0 | 16.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | Yes | | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | Min | Min | None |
| Act Effct Green (s) | 6.8 | 6.8 | 28.1 | 35.1 | 27.8 | 36.9 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.62 | 0.78 | 0.62 | 0.82 |
| v/c Ratio | 0.08 | 0.13 | 0.56 | 0.48 | 0.63 | 0.10 |
| Control Delay | 20.4 | 0.8 | 13.0 | 5.5 | 14.5 | 2.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.4 | 0.8 | 13.0 | 5.5 | 14.5 | 2.0 |
| LOS | C | A | B | A | B | A |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Approach Delay | 7.1 | | | 6.9 | 12.6 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 5 | 0 | 4 | 23 | 95 | 1 |
| Queue Length 95th (ft) | 18 | 0 | 33 | 140 | 232 | 15 |
| Internal Link Dist (ft) | 298 | | | 557 | 828 | |
| Turn Bay Length (ft) | | 195 | 150 | | | 100 |
| Base Capacity (vph) | 667 | 641 | 299 | 1439 | 1097 | 1501 |
| 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 | 0.07 | 0.56 | 0.48 | 0.63 | 0.08 |

| Intersection Summary | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 45 |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.63 |
| Intersection Signal Delay: | 9.6 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 50.5% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 160: Hemion Road (CR 93) & Site Driveway





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 34 | 123 | 507 | 513 | 94 |
| Future Volume (veh/h) | 16 | 34 | 123 | 507 | 513 | 94 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1939 | 1283 | 1971 | 2016 | 1767 | 1900 |
| Adj Flow Rate, veh/h | 22 | 46 | 166 | 685 | 693 | 127 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Percent Heavy Veh, % | 0 | 47 | 11 | 8 | 9 | 0 |
| Cap, veh/h | 123 | 72 | 424 | 1373 | 848 | 880 |
| Arrive On Green | 0.07 | 0.07 | 0.07 | 0.68 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1847 | 1087 | 1877 | 2016 | 1767 | 1610 |
| Grp Volume(v), veh/h | 22 | 46 | 166 | 685 | 693 | 127 |
| Grp Sat Flow(s),veh/h/ln | 1847 | 1087 | 1877 | 2016 | 1767 | 1610 |
| Q Serve(g_s), s | 0.4 | 1.6 | 1.5 | 6.5 | 13.3 | 1.5 |
| Cycle Q Clear(g_c), s | 0.4 | 1.6 | 1.5 | 6.5 | 13.3 | 1.5 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 123 | 72 | 424 | 1373 | 848 | 880 |
| V/C Ratio(X) | 0.18 | 0.64 | 0.39 | 0.50 | 0.82 | 0.14 |
| Avail Cap(c_a), veh/h | 746 | 439 | 473 | 1729 | 1114 | 1123 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.5 | 18.0 | 7.2 | 3.1 | 8.8 | 4.4 |
| Incr Delay (d2), s/veh | 0.7 | 8.9 | 0.6 | 0.3 | 3.7 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.3 | 0.3 | 0.7 | 1.4 | 7.4 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 18.2 | 27.0 | 7.8 | 3.3 | 12.5 | 4.5 |
| LnGrp LOS | B | C | A | A | B | A |
| Approach Vol, veh/h | 68 | | | 851 | 820 | |
| Approach Delay, s/veh | 24.1 | | | 4.2 | 11.3 | |
| Approach LOS | C | | | A | B | |
| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
| Phs Duration (G+Y+Rc), s | | 32.0 | | 7.6 | 8.0 | 24.0 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | | 34.0 | | 16.0 | 4.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | | 8.5 | | 3.6 | 3.5 | 15.3 |
| Green Ext Time (p_c), s | | 5.2 | | 0.1 | 0.0 | 3.7 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 8.3 | | | |
| HCM 6th LOS | | | A | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 583 | 106 | 85 | 672 | 136 | 171 | 182 | 105 | 275 | 232 | 237 |
| Future Volume (vph) | 226 | 583 | 106 | 85 | 672 | 136 | 171 | 182 | 105 | 275 | 232 | 237 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.945 | | | | 0.924 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1616 | 1766 | 1516 | 1752 | 1810 | 1417 | 1919 | 1728 | 0 | 1714 | 1746 | 0 |
| Fl _t Permitted | 0.103 | | | 0.176 | | | 0.253 | | | 0.247 | | |
| Satd. Flow (perm) | 175 | 1766 | 1516 | 325 | 1810 | 1417 | 511 | 1728 | 0 | 445 | 1746 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | 165 | | 24 | | | | 43 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | | | | | | | | | 1 | 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 (%) | 8% | 4% | 3% | 3% | 5% | 14% | 5% | 5% | 4% | 11% | 6% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 233 | 601 | 109 | 88 | 693 | 140 | 176 | 296 | 0 | 284 | 483 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | 9 | 2 | 6 | 9 | 6 | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 15.0 | 40.0 | 15.0 | 15.0 | 40.0 | 15.0 | 15.0 | 20.0 | | 15.0 | 20.0 | |
| Total Split (%) | 15.2% | 40.4% | 15.2% | 15.2% | 40.4% | 15.2% | 15.2% | 20.2% | | 15.2% | 20.2% | |
| Maximum Green (s) | 9.0 | 34.0 | 9.0 | 9.0 | 34.0 | 9.0 | 9.0 | 14.0 | | 9.0 | 14.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 1 | | | 1 | |
| Act Effct Green (s) | 45.9 | 39.2 | 53.4 | 41.1 | 34.7 | 49.3 | 24.5 | 15.8 | | 25.2 | 16.1 | |
| Actuated g/C Ratio | 0.49 | 0.42 | 0.57 | 0.44 | 0.37 | 0.53 | 0.26 | 0.17 | | 0.27 | 0.17 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 9% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|-------|-------|-----|
| v/c Ratio | 1.04 | 0.81 | 0.12 | 0.36 | 1.04 | 0.17 | 0.67 | 0.95 | | 1.18 | 1.44 | |
| Control Delay | 96.8 | 36.7 | 0.9 | 17.3 | 74.9 | 2.2 | 37.7 | 77.1 | | 142.4 | 243.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 96.8 | 36.7 | 0.9 | 17.3 | 74.9 | 2.2 | 37.7 | 77.1 | | 142.4 | 243.8 | |
| LOS | F | D | A | B | E | A | D | E | | F | F | |
| Approach Delay | | 47.4 | | | 58.4 | | | 62.4 | | | 206.3 | |
| Approach LOS | | D | | | E | | | E | | | F | |
| Queue Length 50th (ft) | ~91 | 302 | 0 | 23 | ~399 | 0 | 74 | ~169 | | ~152 | ~375 | |
| Queue Length 95th (ft) | #320 | #599 | 8 | 66 | #789 | 24 | #140 | #298 | | #331 | #583 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 224 | 738 | 939 | 287 | 669 | 822 | 271 | 311 | | 241 | 335 | |
| 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 | 1.04 | 0.81 | 0.12 | 0.31 | 1.04 | 0.17 | 0.65 | 0.95 | | 1.18 | 1.44 | |

Intersection Summary

Area Type: Other
 Cycle Length: 99
 Actuated Cycle Length: 93.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 92.2
 Intersection LOS: F
 Intersection Capacity Utilization 104.1%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|-------------------|-----------------------|-------------------|----------------------|
| #10 Ø9f Ø1 15 s | #10 Ø2 40 s | #10 #15 Ø3 15 s | #10 Ø4 20 s | #10 #15 Ø5 9 s |
| #10 Ø5 15 s | #10 Ø6 40 s | #10 #15 Ø7 15 s | #10 Ø8 20 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 544 | 429 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 614 |
| Future Volume (vph) | 544 | 429 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 614 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.98 | 1.00 | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.962 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1692 | 1808 | 1457 | 1829 | 1828 | 1398 | 1626 | 3279 | 0 | 1703 | 1739 | 1422 |
| Fl _t Permitted | 0.107 | | | 0.337 | | | 0.100 | | | 0.204 | | |
| Satd. Flow (perm) | 191 | 1808 | 1424 | 648 | 1828 | 1398 | 171 | 3279 | 0 | 365 | 1739 | 1422 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 22 | | | | 255 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | 588 | |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | 13.4 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 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 (%) | 8% | 3% | 5% | 3% | 5% | 5% | 10% | 4% | 5% | 6% | 2% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 561 | 442 | 72 | 137 | 376 | 445 | 60 | 631 | 0 | 430 | 540 | 633 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 15.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 20.0 | 10.0 |
| Total Split (s) | 35.0 | 65.0 | 8.0 | 25.0 | 55.0 | 35.0 | 8.0 | 45.0 | | 35.0 | 72.0 | 35.0 |
| Total Split (%) | 18.4% | 34.2% | 4.2% | 13.2% | 28.9% | 18.4% | 4.2% | 23.7% | | 18.4% | 37.9% | 18.4% |
| Maximum Green (s) | 30.0 | 60.0 | 3.0 | 20.0 | 50.0 | 30.0 | 3.0 | 40.0 | | 30.0 | 67.0 | 30.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 1 | | | 1 | | | 2 | | | 2 | |
| Act Effct Green (s) | 67.6 | 56.9 | 72.3 | 43.8 | 38.0 | 62.6 | 61.2 | 40.2 | | 72.2 | 49.3 | 79.4 |
| Actuated g/C Ratio | 0.42 | 0.35 | 0.45 | 0.27 | 0.24 | 0.39 | 0.38 | 0.25 | | 0.45 | 0.31 | 0.50 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| Fr _t | |
| 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| v/c Ratio | 1.55 | 0.69 | 0.10 | 0.53 | 0.87 | 0.82 | 0.24 | 0.75 | | 1.04 | 1.01 | 0.76 |
| Control Delay | 294.9 | 47.7 | 1.8 | 40.3 | 72.4 | 37.1 | 47.8 | 61.4 | | 107.1 | 95.8 | 15.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.3 | 0.0 |
| Total Delay | 294.9 | 47.7 | 1.8 | 40.3 | 72.4 | 37.1 | 47.8 | 61.4 | | 107.1 | 96.2 | 15.7 |
| LOS | F | D | A | D | E | D | D | E | | F | F | B |
| Approach Delay | | 173.6 | | | 51.4 | | | 60.2 | | | 67.3 | |
| Approach LOS | | F | | | D | | | E | | | E | |
| Queue Length 50th (ft) | ~746 | 384 | 0 | 81 | 375 | 200 | 33 | 306 | | ~336 | ~625 | 177 |
| Queue Length 95th (ft) | #1145 | 421 | 12 | 156 | 345 | #376 | #116 | 438 | | #693 | 732 | 262 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 362 | 741 | 699 | 360 | 635 | 545 | 255 | 837 | | 415 | 729 | 832 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 22 | 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 | 1.55 | 0.60 | 0.10 | 0.38 | 0.59 | 0.82 | 0.24 | 0.75 | | 1.04 | 0.76 | 0.76 |

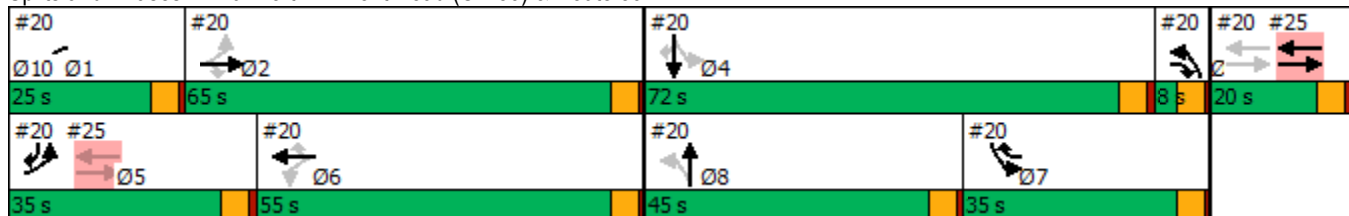
Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 160.4
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 89.1
 Intersection Capacity Utilization 115.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

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

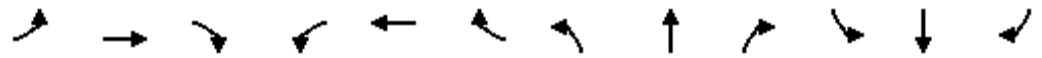
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Configurations | | ↕ | ↗ | | | | | ↕↕ | ↗ | ↖↖ | ↕↕ | |
| Traffic Volume (vph) | 278 | 3 | 328 | 0 | 0 | 0 | 0 | 750 | 749 | 469 | 1234 | 0 |
| Future Volume (vph) | 278 | 3 | 328 | 0 | 0 | 0 | 0 | 750 | 749 | 469 | 1234 | 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 | 11 | 11 | 14 | 12 | 12 | 12 |
| Grade (%) | | 5% | | | 0% | | | 3% | | | | -5% |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 80 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 1 | 2 | | 0 |
| Taper Length (ft) | 125 | | | 25 | | | 25 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | | | 0.99 | 1.00 | | |
| Frt | | | 0.850 | | | | | | | 0.850 | | |
| Flt Protected | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1551 | 1445 | 0 | 0 | 0 | 0 | 3154 | 1616 | 3485 | 3524 | 0 |
| Flt Permitted | | 0.953 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1551 | 1445 | 0 | 0 | 0 | 0 | 3154 | 1594 | 3482 | 3524 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | | | | | 478 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 946 | | | 400 | | | 204 | | | | 505 |
| Travel Time (s) | | 21.5 | | | 9.1 | | | 4.6 | | | | 11.5 |
| 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 (%) | 14% | 0% | 9% | 0% | 0% | 0% | 0% | 9% | 5% | 3% | 5% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 284 | 331 | 0 | 0 | 0 | 0 | 758 | 757 | 474 | 1246 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | | | | | 10.0 | 10.0 | 10.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 15.0 | | | | | 15.0 | 15.0 | 15.0 | 15.0 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | | | | | 20.0 | 20.0 | 21.0 | 41.0 | |
| Total Split (%) | 45.3% | 45.3% | 45.3% | | | | | 26.7% | 26.7% | 28.0% | 54.7% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | | | | | 15.0 | 15.0 | 16.0 | 36.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | | | | 5.0 | 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 | |
| Recall Mode | None | None | None | | | | | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 18.7 | 18.7 | | | | | 27.3 | 27.3 | 14.0 | 46.3 | |
| Actuated g/C Ratio | | 0.25 | 0.25 | | | | | 0.36 | 0.36 | 0.19 | 0.62 | |
| v/c Ratio | | 0.74 | 0.76 | | | | | 0.66 | 0.86 | 0.73 | 0.57 | |
| Control Delay | | 36.6 | 28.5 | | | | | 20.7 | 16.5 | 29.9 | 3.9 | |
| Queue Delay | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.1 | |

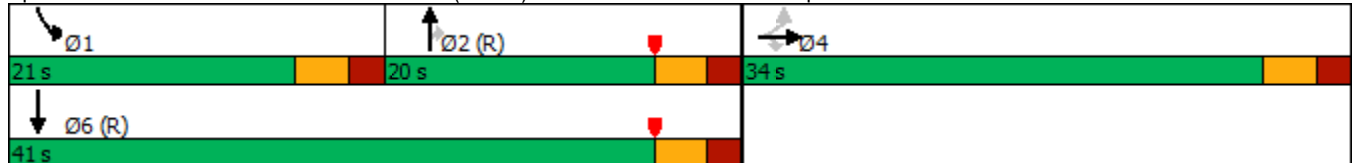


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|-----|-----|-----|-----|------|------|------|------|-----|
| Total Delay | | 36.6 | 28.5 | | | | | 20.7 | 16.5 | 29.9 | 4.0 | |
| LOS | | D | C | | | | | C | B | C | A | |
| Approach Delay | | 32.3 | | | | | | 18.6 | | | 11.2 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Queue Length 50th (ft) | | 122 | 99 | | | | | 61 | 13 | 79 | 0 | |
| Queue Length 95th (ft) | | 173 | 161 | | | | | #307 | #382 | m138 | m210 | |
| Internal Link Dist (ft) | | 866 | | | 320 | | | 124 | | | 425 | |
| Turn Bay Length (ft) | | | | | | | | | 80 | 150 | | |
| Base Capacity (vph) | | 599 | 621 | | | | | 1146 | 883 | 743 | 2175 | |
| Starvation Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 169 | |
| Spillback Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | 0.47 | 0.53 | | | | | 0.66 | 0.86 | 0.64 | 0.62 | |





















Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 119.7%
 ICU Level of Service H
 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: 30: North Airmont Road (CR 89) & I-87 SB/I-287 EB Off-Ramp



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 278 | 3 | 328 | 0 | 0 | 0 | 0 | 750 | 749 | 469 | 1234 | 0 |
| Future Volume (veh/h) | 278 | 3 | 328 | 0 | 0 | 0 | 0 | 750 | 749 | 469 | 1234 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1545 | 1753 | 1619 | | | | 0 | 1714 | 1844 | 2052 | 2022 | 0 |
| Adj Flow Rate, veh/h | 281 | 3 | 331 | | | | 0 | 758 | 0 | 474 | 1246 | 0 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | | | | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 14 | 0 | 9 | | | | 0 | 9 | 5 | 3 | 5 | 0 |
| Cap, veh/h | 451 | 5 | 374 | | | | 0 | 1209 | | 590 | 2281 | 0 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | | | | 0.00 | 0.74 | 0.00 | 0.16 | 0.59 | 0.00 |
| Sat Flow, veh/h | 1652 | 18 | 1372 | | | | 0 | 3342 | 1563 | 3791 | 3942 | 0 |
| Grp Volume(v), veh/h | 284 | 0 | 331 | | | | 0 | 758 | 0 | 474 | 1246 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 0 | 1372 | | | | 0 | 1628 | 1563 | 1895 | 1921 | 0 |
| Q Serve(g_s), s | 11.2 | 0.0 | 17.3 | | | | 0.0 | 8.4 | 0.0 | 9.0 | 14.6 | 0.0 |
| Cycle Q Clear(g_c), s | 11.2 | 0.0 | 17.3 | | | | 0.0 | 8.4 | 0.0 | 9.0 | 14.6 | 0.0 |
| Prop In Lane | 0.99 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 456 | 0 | 374 | | | | 0 | 1209 | | 590 | 2281 | 0 |
| V/C Ratio(X) | 0.62 | 0.00 | 0.88 | | | | 0.00 | 0.63 | | 0.80 | 0.55 | 0.00 |
| Avail Cap(c_a), veh/h | 646 | 0 | 531 | | | | 0 | 1209 | | 809 | 2281 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 0.00 | 0.39 | 0.39 | 0.00 |
| Uniform Delay (d), s/veh | 23.9 | 0.0 | 26.1 | | | | 0.0 | 7.1 | 0.0 | 30.5 | 9.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 9.6 | | | | 0.0 | 2.5 | 0.0 | 1.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.6 | 0.0 | 10.5 | | | | 0.0 | 3.9 | 0.0 | 6.1 | 7.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.4 | 0.0 | 35.7 | | | | 0.0 | 9.6 | 0.0 | 31.7 | 9.5 | 0.0 |
| LnGrp LOS | C | A | D | | | | A | A | | C | A | A |
| Approach Vol, veh/h | | 615 | | | | | | 758 | | | 1720 | |
| Approach Delay, s/veh | | 30.5 | | | | | | 9.6 | | | 15.6 | |
| Approach LOS | | C | | | | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | | | 6 | | | | |
| Phs Duration (G+Y+Rc), s | 16.7 | 32.9 | | 25.5 | | | | 49.5 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | | | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 15.0 | | 29.0 | | | | 36.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.0 | 0.0 | | 19.3 | | | | 0.0 | | | | |
| Green Ext Time (p_c), s | 0.6 | 0.0 | | 1.1 | | | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 17.1 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. | | | | | | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  |  |  |  |  | |  |  |
| Traffic Volume (vph) | 0 | 0 | 0 | 824 | 2 | 462 | 418 | 610 | 0 | 0 | 879 | 427 |
| Future Volume (vph) | 0 | 0 | 0 | 824 | 2 | 462 | 418 | 610 | 0 | 0 | 879 | 427 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.97 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.953 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1649 | 1654 | 1583 | 1462 | 3064 | 0 | 0 | 3593 | 1548 |
| Fl _t Permitted | | | | 0.950 | 0.953 | | 0.154 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1649 | 1654 | 1583 | 237 | 3064 | 0 | 0 | 3593 | 1506 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 200 | | | | | | 372 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 4% | 3% | 2% | 14% | 5% | 0% | 0% | 4% | 8% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 420 | 423 | 471 | 427 | 622 | 0 | 0 | 897 | 436 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | | 15.0 |
| Total Split (s) | | | | 34.0 | 34.0 | 34.0 | 20.0 | 41.0 | | | | 21.0 |
| Total Split (%) | | | | 45.3% | 45.3% | 45.3% | 26.7% | 54.7% | | | | 28.0% |
| Maximum Green (s) | | | | 29.0 | 29.0 | 29.0 | 15.0 | 36.0 | | | | 16.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | 2.0 |
| Lost Time Adjust (s) | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 |
| Total Lost Time (s) | | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 24.0 | 24.0 | 24.0 | 41.0 | 41.0 | | | | 21.0 |
| Actuated g/C Ratio | | | | 0.32 | 0.32 | 0.32 | 0.55 | 0.55 | | | | 0.28 |
| v/c Ratio | | | | 0.80 | 0.80 | 0.73 | 1.14 | 0.37 | | | | 0.89 |
| Control Delay | | | | 34.5 | 34.7 | 19.3 | 104.2 | 3.9 | | | | 44.9 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 |

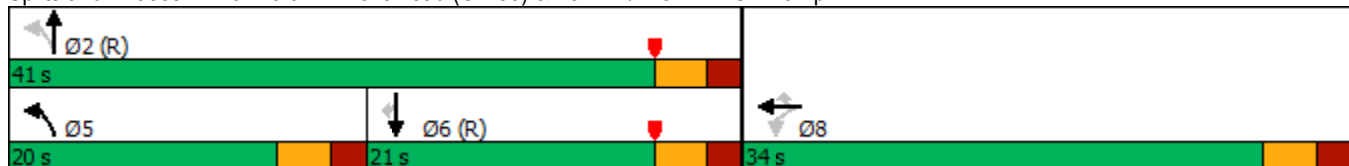


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|------|-----|-----|------|------|
| Total Delay | | | | 34.5 | 34.7 | 19.3 | 104.2 | 3.9 | | | 44.9 | 19.3 |
| LOS | | | | C | C | B | F | A | | | D | B |
| Approach Delay | | | | | 29.1 | | | 44.7 | | | 36.5 | |
| Approach LOS | | | | | C | | | D | | | D | |
| Queue Length 50th (ft) | | | | 180 | 182 | 106 | ~195 | 36 | | | 240 | 99 |
| Queue Length 95th (ft) | | | | 268 | 269 | 195 | #349 | 16 | | | #396 | m157 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 637 | 639 | 734 | 374 | 1674 | | | 1006 | 689 |
| 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 | | | | 0.66 | 0.66 | 0.64 | 1.14 | 0.37 | | | 0.89 | 0.63 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 32 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 36.2 Intersection LOS: D
 Intersection Capacity Utilization 119.7% ICU Level of Service H
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 2 | 31 | 63 | 2 | 62 | 40 | 1311 | 83 | 67 | 1461 | 11 |
| Future Volume (vph) | 66 | 2 | 31 | 63 | 2 | 62 | 40 | 1311 | 83 | 67 | 1461 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 14 | 14 | 14 | 14 | 14 | 10 | 11 | 11 | 10 | 11 | 11 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | -4% |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 130 | | 0 | 155 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.957 | | | 0.934 | | | 0.991 | | | | 0.999 |
| Flt Protected | | 0.968 | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1784 | 0 | 0 | 1847 | 0 | 1589 | 3245 | 0 | 1718 | 3388 | 0 |
| Flt Permitted | | 0.701 | | | 0.815 | | 0.091 | | | 0.087 | | |
| Satd. Flow (perm) | 0 | 1292 | 0 | 0 | 1543 | 0 | 152 | 3245 | 0 | 157 | 3388 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | 63 | | | 11 | | | | 1 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 182 | | | 462 | | | 185 | | | | 427 |
| Travel Time (s) | | 4.1 | | | 10.5 | | | 4.2 | | | | 9.7 |
| 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 (%) | 6% | 0% | 4% | 0% | 0% | 0% | 6% | 7% | 0% | 0% | 5% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 108 | 0 | 0 | 137 | 0 | 43 | 1515 | 0 | 73 | 1600 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 15.0 | 36.0 | | 15.0 | 36.0 | |
| Total Split (%) | 32.0% | 32.0% | | 32.0% | 32.0% | | 20.0% | 48.0% | | 20.0% | 48.0% | |
| Maximum Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.0 | 32.0 | | 11.0 | 32.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | | | 13.0 | 13.0 | | | 13.0 | | | 13.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 12.7 | | | 12.7 | | 53.7 | 46.5 | | 54.8 | 49.5 | |
| Actuated g/C Ratio | | 0.17 | | | 0.17 | | 0.72 | 0.62 | | 0.73 | 0.66 | |
| v/c Ratio | | 0.44 | | | 0.44 | | 0.14 | 0.75 | | 0.22 | 0.72 | |
| Control Delay | | 26.0 | | | 19.9 | | 4.9 | 18.1 | | 9.3 | 13.1 | |

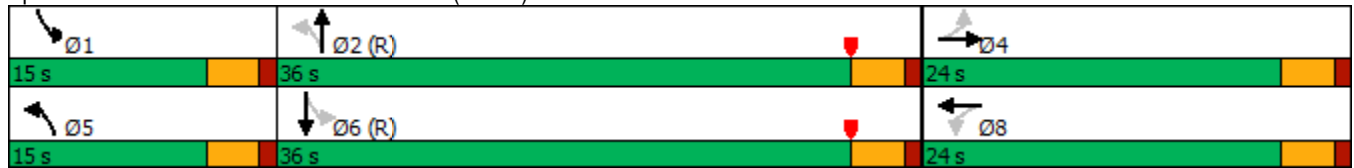


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 26.0 | | | 19.9 | | 4.9 | 18.1 | | 9.3 | 13.1 | |
| LOS | | C | | | B | | A | B | | A | B | |
| Approach Delay | | 26.0 | | | 19.9 | | | 17.7 | | | 13.0 | |
| Approach LOS | | C | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 33 | | | 31 | | 4 | 291 | | 8 | 175 | |
| Queue Length 95th (ft) | | 73 | | | 74 | | 15 | #517 | | m31 | #521 | |
| Internal Link Dist (ft) | | 102 | | | 382 | | | 105 | | | 347 | |
| Turn Bay Length (ft) | | | | | | | 130 | | | 155 | | |
| Base Capacity (vph) | | 366 | | | 457 | | 321 | 2016 | | 344 | 2234 | |
| 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 | | 0.30 | | | 0.30 | | 0.13 | 0.75 | | 0.21 | 0.72 | |
























Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 72 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 67.4%
 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: 50: North Airmont Road (CR 89) & North DeBaun Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 2 | 31 | 63 | 2 | 62 | 40 | 1311 | 83 | 67 | 1461 | 11 |
| Future Volume (veh/h) | 66 | 2 | 31 | 63 | 2 | 62 | 40 | 1311 | 83 | 67 | 1461 | 11 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1884 | 1976 | 1914 | 1976 | 1976 | 1976 | 1811 | 1796 | 1900 | 2057 | 1982 | 2057 |
| Adj Flow Rate, veh/h | 72 | 2 | 34 | 68 | 2 | 67 | 43 | 1425 | 90 | 73 | 1588 | 12 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 4 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 5 | 0 |
| Cap, veh/h | 211 | 21 | 70 | 166 | 20 | 110 | 379 | 1967 | 124 | 411 | 2408 | 18 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.08 | 0.60 | 0.60 | 0.14 | 0.84 | 0.84 |
| Sat Flow, veh/h | 989 | 156 | 526 | 713 | 152 | 829 | 1725 | 3261 | 205 | 1959 | 3831 | 29 |
| Grp Volume(v), veh/h | 108 | 0 | 0 | 137 | 0 | 0 | 43 | 744 | 771 | 73 | 780 | 820 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 0 | 0 | 1694 | 0 | 0 | 1725 | 1706 | 1759 | 1959 | 1883 | 1977 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.6 | 23.0 | 23.2 | 0.8 | 11.3 | 11.4 |
| Cycle Q Clear(g_c), s | 4.1 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.6 | 23.0 | 23.2 | 0.8 | 11.3 | 11.4 |
| Prop In Lane | 0.67 | | 0.31 | 0.50 | | 0.49 | 1.00 | | 0.12 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 301 | 0 | 0 | 296 | 0 | 0 | 379 | 1029 | 1061 | 411 | 1184 | 1243 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.11 | 0.72 | 0.73 | 0.18 | 0.66 | 0.66 |
| Avail Cap(c_a), veh/h | 501 | 0 | 0 | 505 | 0 | 0 | 496 | 1029 | 1061 | 495 | 1184 | 1243 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.0 | 0.0 | 0.0 | 30.5 | 0.0 | 0.0 | 4.6 | 10.5 | 10.5 | 7.4 | 3.2 | 3.2 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.5 | 4.4 | 4.4 | 0.7 | 2.9 | 2.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.4 | 13.1 | 13.5 | 0.7 | 5.4 | 5.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.6 | 0.0 | 0.0 | 34.5 | 0.0 | 0.0 | 5.1 | 14.9 | 14.9 | 8.2 | 6.1 | 6.0 |
| LnGrp LOS | C | A | A | C | A | A | A | B | B | A | A | A |
| Approach Vol, veh/h | | 108 | | | 137 | | | 1558 | | | 1673 | |
| Approach Delay, s/veh | | 32.6 | | | 34.5 | | | 14.6 | | | 6.1 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.8 | 49.2 | | 13.9 | 9.9 | 51.1 | | 13.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | 11.0 | 32.0 | | 20.0 | 11.0 | 32.0 | | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 25.2 | | 6.1 | 2.6 | 13.4 | | 7.3 | | | | |
| Green Ext Time (p_c), s | 0.2 | 6.3 | | 0.9 | 0.1 | 16.9 | | 1.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.9 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 232 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 145 |
| Future Volume (vph) | 232 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 145 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 11 | 10 | 10 | 11 | 12 | 12 | 13 | 13 | 11 |
| Grade (%) | | 6% | | | -6% | | | 2% | | | -4% | |
| Storage Length (ft) | 0 | | 140 | 90 | | 35 | 290 | | 0 | 290 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 65 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.991 | | | 0.979 | |
| Flt Protected | | 0.954 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1662 | 1433 | 1762 | 1723 | 1553 | 1710 | 3352 | 0 | 1745 | 3533 | 0 |
| Flt Permitted | | 0.707 | | 0.480 | | | 0.125 | | | 0.322 | | |
| Satd. Flow (perm) | 0 | 1232 | 1433 | 890 | 1723 | 1553 | 225 | 3352 | 0 | 592 | 3533 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 44 | | | 102 | | 10 | | | | 29 |
| Link Speed (mph) | | 30 | | | 25 | | | 30 | | | | 30 |
| Link Distance (ft) | | 682 | | | 448 | | | 781 | | | | 587 |
| Travel Time (s) | | 15.5 | | | 12.2 | | | 17.8 | | | | 13.3 |
| 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 (%) | 6% | 0% | 2% | 2% | 6% | 0% | 1% | 6% | 0% | 9% | 6% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 253 | 251 | 97 | 36 | 76 | 308 | 883 | 0 | 37 | 1074 | 0 |
| Turn Type | Perm | NA | pm+ov | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | |
| Minimum Split (s) | 15.0 | 15.0 | 10.0 | 15.0 | 15.0 | 15.0 | 10.0 | 15.0 | | 10.0 | 15.0 | |
| Total Split (s) | 30.0 | 30.0 | 11.0 | 30.0 | 30.0 | 30.0 | 11.0 | 34.0 | | 11.0 | 34.0 | |
| Total Split (%) | 40.0% | 40.0% | 14.7% | 40.0% | 40.0% | 40.0% | 14.7% | 45.3% | | 14.7% | 45.3% | |
| Maximum Green (s) | 25.0 | 25.0 | 6.0 | 25.0 | 25.0 | 25.0 | 6.0 | 29.0 | | 6.0 | 29.0 | |
| 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) | 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 | |
| Total Lost Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | Lead | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | 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 | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 19.8 | 37.9 | 19.8 | 19.8 | 19.8 | 43.1 | 38.3 | | 33.2 | 27.1 | |
| Actuated g/C Ratio | | 0.26 | 0.51 | 0.26 | 0.26 | 0.26 | 0.57 | 0.51 | | 0.44 | 0.36 | |
| v/c Ratio | | 0.78 | 0.34 | 0.41 | 0.08 | 0.16 | 0.80 | 0.51 | | 0.10 | 0.83 | |
| Control Delay | | 41.4 | 11.1 | 26.8 | 18.8 | 3.3 | 35.7 | 17.2 | | 8.7 | 27.5 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 41.4 | 11.1 | 26.8 | 18.8 | 3.3 | 35.7 | 17.2 | | 8.7 | 27.5 | |
| LOS | | D | B | C | B | A | D | B | | A | C | |

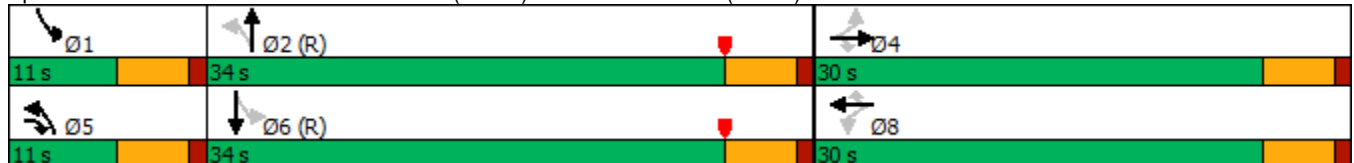

























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|------|------|
| Approach Delay | | 26.3 | | | 16.9 | | | 22.0 | | | | 26.8 |
| Approach LOS | | C | | | B | | | C | | | | C |
| Queue Length 50th (ft) | | 107 | 55 | 37 | 12 | 0 | 52 | 185 | | 7 | 221 | |
| Queue Length 95th (ft) | | 175 | 106 | 73 | 30 | 18 | #290 | 272 | | 20 | 294 | |
| Internal Link Dist (ft) | | 602 | | | 368 | | | 701 | | | 507 | |
| Turn Bay Length (ft) | | | 140 | 90 | | 35 | 290 | | | 290 | | |
| Base Capacity (vph) | | 410 | 745 | 296 | 574 | 585 | 387 | 1718 | | 358 | 1383 | |
| 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 | | 0.62 | 0.34 | 0.33 | 0.06 | 0.13 | 0.80 | 0.51 | | 0.10 | 0.78 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 56 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 77.5%
 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: 60: North Airmont Road (CR 89) & Montebello Road (CR 64)/Rella Boulevard



| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 232 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 145 |
| Future Volume (veh/h) | 232 | 9 | 238 | 92 | 34 | 72 | 293 | 790 | 48 | 35 | 875 | 145 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1599 | 1688 | 1658 | 2106 | 2046 | 2136 | 1862 | 1788 | 1876 | 1999 | 2046 | 2027 |
| Adj Flow Rate, veh/h | 244 | 9 | 251 | 97 | 36 | 76 | 308 | 832 | 51 | 37 | 921 | 153 |
| 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 |
| Percent Heavy Veh, % | 6 | 0 | 2 | 2 | 6 | 0 | 1 | 6 | 0 | 9 | 6 | 2 |
| Cap, veh/h | 379 | 10 | 463 | 579 | 510 | 452 | 378 | 1673 | 103 | 480 | 1570 | 261 |
| Arrive On Green | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.16 | 1.00 | 1.00 | 0.04 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1141 | 42 | 1405 | 1583 | 2046 | 1810 | 1773 | 3251 | 199 | 1904 | 3336 | 554 |
| Grp Volume(v), veh/h | 253 | 0 | 251 | 97 | 36 | 76 | 308 | 435 | 448 | 37 | 537 | 537 |
| Grp Sat Flow(s),veh/h/ln | 1183 | 0 | 1405 | 1583 | 2046 | 1810 | 1773 | 1698 | 1752 | 1904 | 1944 | 1946 |
| Q Serve(g_s), s | 14.5 | 0.0 | 10.9 | 0.0 | 1.0 | 2.5 | 6.0 | 0.0 | 0.0 | 0.7 | 15.1 | 15.2 |
| Cycle Q Clear(g_c), s | 15.5 | 0.0 | 10.9 | 2.9 | 1.0 | 2.5 | 6.0 | 0.0 | 0.0 | 0.7 | 15.1 | 15.2 |
| Prop In Lane | 0.96 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 0.28 |
| Lane Grp Cap(c), veh/h | 389 | 0 | 463 | 579 | 510 | 452 | 378 | 874 | 902 | 480 | 914 | 916 |
| V/C Ratio(X) | 0.65 | 0.00 | 0.54 | 0.17 | 0.07 | 0.17 | 0.81 | 0.50 | 0.50 | 0.08 | 0.59 | 0.59 |
| Avail Cap(c_a), veh/h | 494 | 0 | 581 | 711 | 682 | 603 | 378 | 874 | 902 | 565 | 914 | 916 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 | 0.84 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.4 | 0.0 | 20.5 | 22.2 | 21.5 | 22.0 | 15.2 | 0.0 | 0.0 | 9.3 | 14.5 | 14.5 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 1.0 | 0.1 | 0.1 | 0.2 | 11.0 | 1.7 | 1.6 | 0.1 | 2.8 | 2.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.8 | 0.0 | 6.4 | 2.4 | 0.9 | 1.9 | 6.2 | 0.7 | 0.7 | 0.5 | 11.0 | 11.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 29.4 | 0.0 | 21.5 | 22.3 | 21.6 | 22.2 | 26.2 | 1.7 | 1.6 | 9.4 | 17.3 | 17.3 |
| LnGrp LOS | C | A | C | C | C | C | C | A | A | A | B | B |
| Approach Vol, veh/h | | 504 | | | 209 | | | 1191 | | | 1111 | |
| Approach Delay, s/veh | | 25.5 | | | 22.2 | | | 8.0 | | | 17.0 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 43.6 | | 23.7 | 11.0 | 40.3 | | 23.7 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 29.0 | | 25.0 | 6.0 | 29.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 2.0 | | 17.5 | 8.0 | 17.2 | | 4.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | | 1.2 | 0.0 | 3.4 | | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 15.2 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 18 | 584 | 9 | 5 | 598 |
| Future Vol, veh/h | 29 | 18 | 584 | 9 | 5 | 598 |
| 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, % | -8 | - | -1 | - | - | -3 |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 7 |
| Mvmt Flow | 35 | 22 | 704 | 11 | 6 | 720 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 1442 | 710 | 0 | 0 | 715 |
| Stage 1 | 710 | - | - | - | - |
| Stage 2 | 732 | - | - | - | - |
| Critical Hdwy | 4.8 | 5.4 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 3.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 3.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 280 | 512 | - | - | 895 |
| Stage 1 | 673 | - | - | - | - |
| Stage 2 | 664 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 277 | 512 | - | - | 895 |
| Mov Cap-2 Maneuver | 277 | - | - | - | - |
| Stage 1 | 673 | - | - | - | - |
| Stage 2 | 657 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 17.9 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 336 | 895 |
| HCM Lane V/C Ratio | - | - | 0.169 | 0.007 |
| HCM Control Delay (s) | - | - | 17.9 | 9.1 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 930 | 33 | 171 | 866 | 27 | 113 |
| Future Vol, veh/h | 930 | 33 | 171 | 866 | 27 | 113 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -4 | - | - | 2 | -4 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 6 | 7 | 6 | 6 | 0 | 7 |
| Mvmt Flow | 989 | 35 | 182 | 921 | 29 | 120 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 1024 | 0 | 2292 |
| Stage 1 | - | - | - | - | 1007 |
| Stage 2 | - | - | - | - | 1285 |
| Critical Hdwy | - | - | 4.16 | - | 5.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 4.6 |
| Critical Hdwy Stg 2 | - | - | - | - | 4.6 |
| Follow-up Hdwy | - | - | 2.254 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 663 | - | 73 |
| Stage 1 | - | - | - | - | 445 |
| Stage 2 | - | - | - | - | 349 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 663 | - | 53 |
| Mov Cap-2 Maneuver | - | - | - | - | 169 |
| Stage 1 | - | - | - | - | 445 |
| Stage 2 | - | - | - | - | 253 |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 2.1 | 33 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 273 | - | - | 663 | - |
| HCM Lane V/C Ratio | 0.546 | - | - | 0.274 | - |
| HCM Control Delay (s) | 33 | - | - | 12.5 | - |
| HCM Lane LOS | D | - | - | B | - |
| HCM 95th %tile Q(veh) | 3 | - | - | 1.1 | - |

Intersection

Int Delay, s/veh 65

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 78 | 137 | 216 | 151 | 6 | 191 | 8 | 329 | 3 | 4 | 3 |
| Future Vol, veh/h | 0 | 78 | 137 | 216 | 151 | 6 | 191 | 8 | 329 | 3 | 4 | 3 |
| 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, % | - | 6 | - | - | -2 | - | - | -4 | - | - | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 11 | 5 | 7 | 8 | 17 | 4 | 0 | 6 | 0 | 25 | 0 |
| Mvmt Flow | 0 | 88 | 154 | 243 | 170 | 7 | 215 | 9 | 370 | 3 | 4 | 3 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 177 | 0 | 0 | 242 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.17 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.263 |
| Pot Cap-1 Maneuver | 1411 | - | - | 1296 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1411 | - | - | 1296 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-------|------|
| HCM Control Delay, s | 0 | 4.9 | 134.8 | 22.8 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 494 | 1411 | - | - | 1296 | - | - | 213 |
| HCM Lane V/C Ratio | 1.201 | - | - | - | 0.187 | - | - | 0.053 |
| HCM Control Delay (s) | 134.8 | 0 | - | - | 8.4 | 0 | - | 22.8 |
| HCM Lane LOS | F | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 22.4 | 0 | - | - | 0.7 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Vol, veh/h | 63 | 0 | 45 | 0 | 0 | 16 | 17 | 1420 | 2 | 3 | 1494 | 65 |
| Future Vol, veh/h | 63 | 0 | 45 | 0 | 0 | 16 | 17 | 1420 | 2 | 3 | 1494 | 65 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 290 | - | - | - | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 2 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 22 | 0 | 12 | 0 | 0 | 31 | 17 | 7 | 50 | 100 | 5 | 34 |
| Mvmt Flow | 69 | 0 | 49 | 0 | 0 | 18 | 19 | 1560 | 2 | 3 | 1642 | 71 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2502 | 3284 | 857 | 2426 | 3318 | 781 | 1713 | 0 | 0 | 1562 | 0 | 0 |
| Stage 1 | 1684 | 1684 | - | 1599 | 1599 | - | - | - | - | - | - | - |
| Stage 2 | 818 | 1600 | - | 827 | 1719 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.34 | 6.9 | 7.34 | 7.5 | 6.5 | 7.52 | 4.44 | - | - | 6.1 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.34 | 5.9 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.72 | 4 | 3.42 | 3.5 | 4 | 3.61 | 2.37 | - | - | 3.2 | - | - |
| Pot Cap-1 Maneuver | *97 | 0 | *433 | *103 | 0 | *448 | *625 | - | - | *506 | - | - |
| Stage 1 | *~ 66 | 126 | - | *113 | 167 | - | - | - | - | - | - | - |
| Stage 2 | *270 | 140 | - | *336 | 146 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *90 | 0 | *433 | *88 | 0 | *448 | *625 | - | - | *506 | - | - |
| Mov Cap-2 Maneuver | *90 | 0 | - | *88 | 0 | - | - | - | - | - | - | - |
| Stage 1 | *~ 64 | 125 | - | *110 | 162 | - | - | - | - | - | - | - |
| Stage 2 | *252 | 136 | - | *296 | 145 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|----|
| HCM Control Delay, s | 77 | 13.4 | 0.1 | 0 |
| HCM LOS | F | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | * 625 | - | - | 90 | 433 | 448 | * 506 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | - | 0.769 | 0.114 | 0.039 | 0.007 | - | - |
| HCM Control Delay (s) | 10.9 | - | - | 121.7 | 14.4 | 13.4 | 12.2 | - | - |
| HCM Lane LOS | B | - | - | F | B | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 4 | 0.4 | 0.1 | 0 | - | - |

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

| 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 | 23 | 2 | 6 | 0 | 0 | 0 | 11 | 470 | 27 | 29 | 343 | 15 |
| Future Vol, veh/h | 23 | 2 | 6 | 0 | 0 | 0 | 11 | 470 | 27 | 29 | 343 | 15 |
| 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 4 | - | - | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 18 | 5 | 0 |
| Mvmt Flow | 27 | 2 | 7 | 0 | 0 | 0 | 13 | 547 | 31 | 34 | 399 | 17 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|------|-----|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 1065 | 1080 | 408 | | | | 416 | 0 | 0 | 578 | 0 | 0 |
| Stage 1 | 476 | 476 | - | | | | - | - | - | - | - | - |
| Stage 2 | 589 | 604 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | | | | 4.1 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | | | | 2.2 | - | - | 2.362 | - | - |
| Pot Cap-1 Maneuver | 249 | 220 | 648 | | | | 1154 | - | - | 921 | - | - |
| Stage 1 | 629 | 560 | - | | | | - | - | - | - | - | - |
| Stage 2 | 558 | 491 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 233 | 0 | 648 | | | | 1154 | - | - | 921 | - | - |
| Mov Cap-2 Maneuver | 233 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 618 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 531 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|-----|
| HCM Control Delay, s | 19.4 | 0.2 | 0.7 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1154 | - | - | 233 | 648 | 921 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.115 | 0.014 | 0.037 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 22.4 | 10.6 | 9.1 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0 | 0.1 | - | - |

Intersection

Int Delay, s/veh 1.1

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 35 | 493 | 0 | 0 | 357 |
| Future Vol, veh/h | 30 | 35 | 493 | 0 | 0 | 357 |
| 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, % | -2 | - | 2 | - | - | -4 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 18 | 6 | 0 | 0 | 7 |
| Mvmt Flow | 34 | 40 | 560 | 0 | 0 | 406 |

Major/Minor

| | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 966 | 560 | 0 | 0 | 560 |
| Stage 1 | 560 | - | - | - | - |
| Stage 2 | 406 | - | - | - | - |
| Critical Hdwy | 6 | 6.18 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5 | - | - | - | - |
| Critical Hdwy Stg 2 | 5 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.462 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 317 | 514 | - | - | 1021 |
| Stage 1 | 613 | - | - | - | - |
| Stage 2 | 708 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 317 | 514 | - | - | 1021 |
| Mov Cap-2 Maneuver | 317 | - | - | - | - |
| Stage 1 | 613 | - | - | - | - |
| Stage 2 | 708 | - | - | - | - |

Approach

| | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 16.1 | 0 | 0 |
| HCM LOS | C | | |

Minor Lane/Major Mvmt

| | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 399 | 1021 |
| HCM Lane V/C Ratio | - | - | 0.185 | - |
| HCM Control Delay (s) | - | - | 16.1 | 0 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 387 | 23 | 24 | 336 | 37 | 22 |
| Future Vol, veh/h | 387 | 23 | 24 | 336 | 37 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 2 | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 8 | 5 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 435 | 26 | 27 | 378 | 42 | 25 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 461 | 0 | 880 | 448 |
| Stage 1 | - | - | - | - | 448 | - |
| Stage 2 | - | - | - | - | 432 | - |
| Critical Hdwy | - | - | 4.1 | - | 7.2 | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.2 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.2 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1111 | - | 263 | 585 |
| Stage 1 | - | - | - | - | 587 | - |
| Stage 2 | - | - | - | - | 599 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1111 | - | 255 | 585 |
| Mov Cap-2 Maneuver | - | - | - | - | 255 | - |
| Stage 1 | - | - | - | - | 587 | - |
| Stage 2 | - | - | - | - | 580 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0.6 | 19 | | | |
| HCM LOS | | | | | C | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 323 | - | - | 1111 | - | |
| HCM Lane V/C Ratio | 0.205 | - | - | 0.024 | - | |
| HCM Control Delay (s) | 19 | - | - | 8.3 | 0 | |
| HCM Lane LOS | C | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - | |

Intersection

Int Delay, s/veh 1.9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 385 | 24 | 17 | 313 | 47 | 53 |
| Future Vol, veh/h | 385 | 24 | 17 | 313 | 47 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -8 | - | - | 0 | -6 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 7 | 4 | 31 | 5 | 13 | 4 |
| Mvmt Flow | 438 | 27 | 19 | 356 | 53 | 60 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 465 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.41 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.479 |
| Pot Cap-1 Maneuver | - | - | 960 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 960 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 0.5 | 14 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 511 | - | - | 960 | - |
| HCM Lane V/C Ratio | 0.222 | - | - | 0.02 | - |
| HCM Control Delay (s) | 14 | - | - | 8.8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 43 | 71 | 22 | 580 | 532 | 11 |
| Future Vol, veh/h | 43 | 71 | 22 | 580 | 532 | 11 |
| 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, % | 4 | - | - | 2 | -2 | - |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 17 | 36 | 5 | 6 | 0 |
| Mvmt Flow | 51 | 85 | 26 | 690 | 633 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1382 | 640 | 646 | 0 | - | 0 |
| Stage 1 | 640 | - | - | - | - | - |
| Stage 2 | 742 | - | - | - | - | - |
| Critical Hdwy | 7.2 | 6.77 | 4.46 | - | - | - |
| Critical Hdwy Stg 1 | 6.2 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.2 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.453 | 2.524 | - | - | - |
| Pot Cap-1 Maneuver | 118 | 419 | 797 | - | - | - |
| Stage 1 | 459 | - | - | - | - | - |
| Stage 2 | 402 | - | - | - | - | - |
| Platoon blocked, % | 1 | | | - | - | - |
| Mov Cap-1 Maneuver | 112 | 419 | 797 | - | - | - |
| Mov Cap-2 Maneuver | 112 | - | - | - | - | - |
| Stage 1 | 435 | - | - | - | - | - |
| Stage 2 | 402 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 50.9 | 0.4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 797 | - | 206 | - | - |
| HCM Lane V/C Ratio | 0.033 | - | 0.659 | - | - |
| HCM Control Delay (s) | 9.7 | 0 | 50.9 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 4 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 88 | 121 | 37 | 505 | 605 | 22 |
| Future Volume (vph) | 88 | 121 | 37 | 505 | 605 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 12 | 12 |
| Grade (%) | -1% | | | -6% | 0% | |
| Storage Length (ft) | 0 | 195 | 150 | | | 100 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (ft) | 25 | | 90 | | | |
| 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) | 1814 | 1505 | 1408 | 1846 | 1776 | 1615 |
| Flt Permitted | 0.950 | | 0.215 | | | |
| Satd. Flow (perm) | 1814 | 1505 | 319 | 1846 | 1776 | 1615 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 139 | | | | 25 |
| Link Speed (mph) | 25 | | | 30 | 30 | |
| Link Distance (ft) | 378 | | | 637 | 908 | |
| Travel Time (s) | 10.3 | | | 14.5 | 20.6 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 15% | 32% | 6% | 7% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 101 | 139 | 43 | 580 | 695 | 25 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pm+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 4 |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 5 | 2 | 6 | 4 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 5.0 |
| Minimum Split (s) | 21.0 | 21.0 | 9.0 | 21.0 | 21.0 | 21.0 |
| Total Split (s) | 21.0 | 21.0 | 9.0 | 39.0 | 30.0 | 21.0 |
| Total Split (%) | 35.0% | 35.0% | 15.0% | 65.0% | 50.0% | 35.0% |
| Maximum Green (s) | 16.0 | 16.0 | 4.0 | 34.0 | 25.0 | 16.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | Yes | | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | Min | Min | None |
| Act Effct Green (s) | 8.3 | 8.3 | 29.2 | 30.6 | 27.6 | 40.4 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.65 | 0.68 | 0.61 | 0.90 |
| v/c Ratio | 0.30 | 0.36 | 0.14 | 0.46 | 0.64 | 0.02 |
| Control Delay | 20.4 | 7.4 | 5.1 | 6.7 | 14.9 | 0.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.4 | 7.4 | 5.1 | 6.7 | 14.9 | 0.9 |
| LOS | C | A | A | A | B | A |

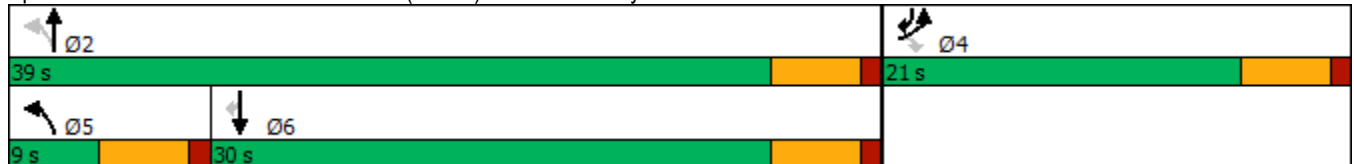


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Approach Delay | 12.9 | | | 6.6 | 14.4 | |
| Approach LOS | B | | | A | B | |
| Queue Length 50th (ft) | 22 | 0 | 4 | 71 | 95 | 0 |
| Queue Length 95th (ft) | 61 | 34 | 13 | 146 | #364 | 3 |
| Internal Link Dist (ft) | 298 | | | 557 | 828 | |
| Turn Bay Length (ft) | | 195 | 150 | | | 100 |
| Base Capacity (vph) | 667 | 641 | 307 | 1439 | 1112 | 1515 |
| 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 | 0.15 | 0.22 | 0.14 | 0.40 | 0.63 | 0.02 |

Intersection Summary

| | |
|---|------------------------|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 45 |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.64 |
| Intersection Signal Delay: | 11.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 47.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 160: Hemion Road (CR 93) & Site Driveway





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 88 | 121 | 37 | 505 | 605 | 22 |
| Future Volume (veh/h) | 88 | 121 | 37 | 505 | 605 | 22 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1939 | 1783 | 1656 | 2046 | 1796 | 1900 |
| Adj Flow Rate, veh/h | 101 | 139 | 43 | 580 | 695 | 25 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 0 | 15 | 32 | 6 | 7 | 0 |
| Cap, veh/h | 260 | 212 | 304 | 1261 | 838 | 977 |
| Arrive On Green | 0.14 | 0.14 | 0.03 | 0.62 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1847 | 1511 | 1577 | 2046 | 1796 | 1610 |
| Grp Volume(v), veh/h | 101 | 139 | 43 | 580 | 695 | 25 |
| Grp Sat Flow(s),veh/h/ln | 1847 | 1511 | 1577 | 2046 | 1796 | 1610 |
| Q Serve(g_s), s | 2.0 | 3.6 | 0.5 | 6.2 | 13.8 | 0.3 |
| Cycle Q Clear(g_c), s | 2.0 | 3.6 | 0.5 | 6.2 | 13.8 | 0.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 260 | 212 | 304 | 1261 | 838 | 977 |
| V/C Ratio(X) | 0.39 | 0.65 | 0.14 | 0.46 | 0.83 | 0.03 |
| Avail Cap(c_a), veh/h | 719 | 588 | 413 | 1692 | 1092 | 1205 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.1 | 16.7 | 7.7 | 4.2 | 9.5 | 3.2 |
| Incr Delay (d2), s/veh | 1.0 | 3.4 | 0.2 | 0.3 | 4.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.5 | 0.4 | 0.2 | 2.3 | 8.2 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.0 | 20.1 | 7.9 | 4.5 | 13.8 | 3.2 |
| LnGrp LOS | B | C | A | A | B | A |
| Approach Vol, veh/h | | | | 623 | 720 | |
| Approach Delay, s/veh | | | | 4.7 | 13.4 | |
| Approach LOS | | | | A | B | |
| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
| Phs Duration (G+Y+Rc), s | | 30.3 | | 10.8 | 6.2 | 24.2 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | | 34.0 | | 16.0 | 4.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | | 8.2 | | 5.6 | 2.5 | 15.8 |
| Green Ext Time (p_c), s | | 4.2 | | 0.6 | 0.0 | 3.3 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 10.8 | | | |
| HCM 6th LOS | | | B | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 237 | 491 | 47 | 129 | 513 | 169 | 125 | 243 | 59 | 175 | 202 | 165 |
| Future Volume (vph) | 237 | 491 | 47 | 129 | 513 | 169 | 125 | 243 | 59 | 175 | 202 | 165 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | | -4% |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 2 | | 1 | 1 | | 1 | 1 | | 0 | 2 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | | | | 0.98 | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Frt | | | 0.850 | | | 0.850 | | 0.971 | | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3224 | 1749 | 1432 | 1752 | 1727 | 1404 | 1901 | 1759 | 0 | 3076 | 1745 | 0 |
| Flt Permitted | 0.950 | | | 0.108 | | | 0.145 | | | 0.950 | | |
| Satd. Flow (perm) | 3217 | 1749 | 1432 | 199 | 1727 | 1370 | 290 | 1759 | 0 | 3067 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 206 | | 10 | | | 33 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | 450 | |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | 10.2 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | 1 | | 2 | 2 | | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 5% | 5% | 9% | 3% | 10% | 15% | 6% | 5% | 11% | 20% | 6% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 289 | 599 | 57 | 157 | 626 | 206 | 152 | 368 | 0 | 213 | 447 | 0 |
| Turn Type | Prot | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | 9 | 2 | 6 | 9 | 6 | 8 | | | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 16.0 | 44.0 | 15.0 | 15.0 | 43.0 | 17.0 | 15.0 | 34.0 | | 17.0 | 36.0 | |
| Total Split (%) | 13.4% | 37.0% | 12.6% | 12.6% | 36.1% | 14.3% | 12.6% | 28.6% | | 14.3% | 30.3% | |
| Maximum Green (s) | 10.0 | 38.0 | 9.0 | 9.0 | 37.0 | 11.0 | 9.0 | 28.0 | | 11.0 | 30.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 2 | | | 2 | | | 3 | | | 3 | |
| Act Effct Green (s) | 10.0 | 39.4 | 53.0 | 45.9 | 38.2 | 47.6 | 36.1 | 27.4 | | 10.5 | 29.3 | |
| Actuated g/C Ratio | 0.09 | 0.35 | 0.47 | 0.41 | 0.34 | 0.42 | 0.32 | 0.24 | | 0.09 | 0.26 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 8% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|------|------|------|------|-----|------|------|-----|
| v/c Ratio | 1.01 | 0.98 | 0.08 | 0.78 | 1.07 | 0.29 | 0.70 | 0.84 | | 0.74 | 0.94 | |
| Control Delay | 107.1 | 68.0 | 0.2 | 48.9 | 93.0 | 3.7 | 42.8 | 58.7 | | 66.6 | 66.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 107.1 | 68.0 | 0.2 | 48.9 | 93.0 | 3.7 | 42.8 | 58.7 | | 66.6 | 66.9 | |
| LOS | F | E | A | D | F | A | D | E | | E | E | |
| Approach Delay | | 75.9 | | | 67.4 | | | 54.1 | | | 66.8 | |
| Approach LOS | | E | | | E | | | D | | | E | |
| Queue Length 50th (ft) | 106 | 418 | 0 | 61 | ~494 | 0 | 68 | 239 | | 76 | 284 | |
| Queue Length 95th (ft) | #187 | #538 | 0 | #147 | #597 | 30 | #116 | #367 | | 113 | #446 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 287 | 613 | 751 | 206 | 586 | 707 | 223 | 446 | | 301 | 490 | |
| 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 | 1.01 | 0.98 | 0.08 | 0.76 | 1.07 | 0.29 | 0.68 | 0.83 | | 0.71 | 0.91 | |

Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 112.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 67.6
 Intersection LOS: E
 Intersection Capacity Utilization 81.4%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59

| | | | | |
|-----------------------|---------------------|-------------------------|---------------------|------------------------|
| #10 Ø9f Ø1 15 s | #10 → Ø2 44 s | #10 #15 ↙ Ø3 15 s | #10 ↓ Ø4 36 s | #10 #15 ← Ø5 9 s |
| #10 ↖ Ø5 16 s | #10 ← Ø6 43 s | #10 #15 ↘ Ø7 17 s | #10 ↑ Ø8 34 s | |

| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 493 | 335 | 19 | 83 | 267 | 312 | 46 | 575 | 113 | 460 | 371 | 551 |
| Future Volume (vph) | 493 | 335 | 19 | 83 | 267 | 312 | 46 | 575 | 113 | 460 | 371 | 551 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | 0.850 | | | 0.850 | | 0.975 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1724 | 1724 | 1168 | 1811 | 1761 | 1299 | 1555 | 3343 | 0 | 1656 | 1627 | 1383 |
| Flt Permitted | 0.139 | | | 0.555 | | | 0.131 | | | 0.116 | | |
| Satd. Flow (perm) | 252 | 1724 | 1168 | 1058 | 1761 | 1299 | 214 | 3343 | 0 | 202 | 1627 | 1383 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 11 | | | | 353 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | | 588 |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | | 13.4 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 6% | 8% | 31% | 4% | 9% | 13% | 15% | 4% | 6% | 9% | 9% | 9% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 503 | 342 | 19 | 85 | 272 | 318 | 47 | 702 | 0 | 469 | 379 | 562 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 9.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 10.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 15.0 | 10.0 |
| Total Split (s) | 41.0 | 66.0 | 8.0 | 25.0 | 50.0 | 38.0 | 8.0 | 41.0 | | 38.0 | 71.0 | 41.0 |
| Total Split (%) | 21.6% | 34.7% | 4.2% | 13.2% | 26.3% | 20.0% | 4.2% | 21.6% | | 20.0% | 37.4% | 21.6% |
| Maximum Green (s) | 36.0 | 61.0 | 3.0 | 20.0 | 45.0 | 33.0 | 3.0 | 36.0 | | 33.0 | 66.0 | 36.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 64.9 | 57.2 | 82.3 | 32.1 | 29.4 | 56.9 | 65.9 | 36.1 | | 68.3 | 38.6 | 74.7 |
| Actuated g/C Ratio | 0.41 | 0.37 | 0.53 | 0.20 | 0.19 | 0.36 | 0.42 | 0.23 | | 0.44 | 0.25 | 0.48 |
| v/c Ratio | 1.14 | 0.54 | 0.03 | 0.33 | 0.82 | 0.68 | 0.13 | 0.90 | | 1.19 | 0.95 | 0.67 |
| Control Delay | 127.6 | 39.8 | 0.1 | 37.3 | 70.9 | 33.3 | 38.4 | 73.5 | | 155.7 | 91.1 | 9.4 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| 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) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |

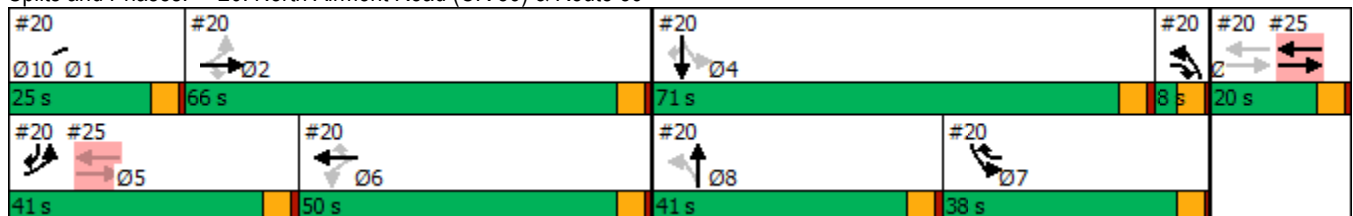


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|------|------|------|------|------|-----|-------|------|------|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 127.6 | 39.8 | 0.1 | 37.3 | 70.9 | 33.3 | 38.4 | 73.5 | | 155.7 | 91.1 | 9.4 |
| LOS | F | D | A | D | E | C | D | E | | F | F | A |
| Approach Delay | | 90.0 | | | 49.0 | | | 71.3 | | | 80.0 | |
| Approach LOS | | F | | | D | | | E | | | F | |
| Queue Length 50th (ft) | ~512 | 269 | 0 | 48 | 266 | 117 | 25 | 357 | | ~511 | ~391 | 67 |
| Queue Length 95th (ft) | #879 | 314 | 0 | 103 | 243 | 248 | 59 | #547 | | #837 | 511 | 136 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 443 | 735 | 659 | 392 | 570 | 471 | 352 | 779 | | 395 | 687 | 844 |
| 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 | 1.14 | 0.47 | 0.03 | 0.22 | 0.48 | 0.68 | 0.13 | 0.90 | | 1.19 | 0.55 | 0.67 |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 156.7
 Natural Cycle: 140
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 74.9
 Intersection LOS: E
 Intersection Capacity Utilization 103.0%
 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 656 | 1 | 321 | 342 | 733 | 0 | 0 | 645 | 293 |
| Future Volume (vph) | 0 | 0 | 0 | 656 | 1 | 321 | 342 | 733 | 0 | 0 | 645 | 293 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.98 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.952 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 1333 | 2979 | 0 | 0 | 3628 | 1534 |
| Fl _t Permitted | | | | 0.950 | 0.952 | | 0.140 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1588 | 1591 | 1553 | 196 | 2979 | 0 | 0 | 3628 | 1500 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 102 | | | | | | 379 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 0% | 4% | 25% | 8% | 0% | 0% | 3% | 9% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 449 | 451 | 440 | 468 | 1004 | 0 | 0 | 884 | 401 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 32.0 | 32.0 | 32.0 | 17.0 | 43.0 | | | 26.0 | 26.0 |
| Total Split (%) | | | | 42.7% | 42.7% | 42.7% | 22.7% | 57.3% | | | 34.7% | 34.7% |
| Maximum Green (s) | | | | 27.0 | 27.0 | 27.0 | 12.0 | 38.0 | | | 21.0 | 21.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 24.5 | 24.5 | 24.5 | 40.5 | 40.5 | | | 23.5 | 23.5 |
| Actuated g/C Ratio | | | | 0.33 | 0.33 | 0.33 | 0.54 | 0.54 | | | 0.31 | 0.31 |
| v/c Ratio | | | | 0.87 | 0.87 | 0.76 | 1.63 | 0.62 | | | 0.78 | 0.55 |
| Control Delay | | | | 41.8 | 42.1 | 26.4 | 316.6 | 15.0 | | | 32.9 | 11.3 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |

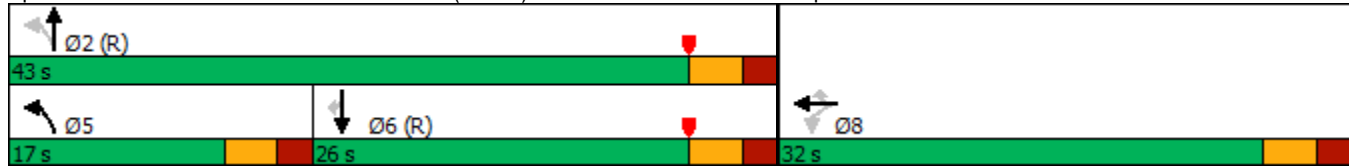


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|-------|-------|-----|-----|------|------|
| Total Delay | | | | 41.8 | 42.1 | 26.4 | 316.6 | 15.0 | | | 32.9 | 11.3 |
| LOS | | | | D | D | C | F | B | | | C | B |
| Approach Delay | | | | | 36.9 | | | 110.9 | | | 26.1 | |
| Approach LOS | | | | | D | | | F | | | C | |
| Queue Length 50th (ft) | | | | 192 | 193 | 132 | ~291 | 198 | | | 186 | 14 |
| Queue Length 95th (ft) | | | | 226 | 227 | 163 | #350 | 189 | | | 230 | 69 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 571 | 572 | 624 | 287 | 1608 | | | 1136 | 730 |
| 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 | | | | 0.79 | 0.79 | 0.71 | 1.63 | 0.62 | | | 0.78 | 0.55 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 46 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 60.1
 Intersection LOS: E
 Intersection Capacity Utilization 88.0%
 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: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↕ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 0 | 142 | 228 | 344 | 72 | 2 | 91 | 2 | 185 | 2 | 2 | 0 |
| Future Volume (vph) | 0 | 142 | 228 | 344 | 72 | 2 | 91 | 2 | 185 | 2 | 2 | 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 | 11 | 11 | 11 | 16 | 16 | 16 |
| Grade (%) | | 6% | | | -2% | | | -4% | | | -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 |
| Fr _t | | 0.917 | | | 0.996 | | | 0.910 | | | | |
| Fl _t Protected | | | | 0.950 | | | | 0.984 | | | 0.976 | |
| Satd. Flow (prot) | 0 | 1503 | 0 | 1632 | 1730 | 0 | 0 | 1499 | 0 | 0 | 2123 | 0 |
| Fl _t Permitted | | | | 0.154 | | | | 0.889 | | | 0.887 | |
| Satd. Flow (perm) | 0 | 1503 | 0 | 265 | 1730 | 0 | 0 | 1354 | 0 | 0 | 1929 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 121 | | | 3 | | | 124 | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 262 | | | 178 | | | 279 | | | | 265 |
| Travel Time (s) | | 6.0 | | | 4.0 | | | 6.3 | | | | 6.0 |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles (%) | 0% | 5% | 11% | 8% | 7% | 0% | 12% | 0% | 12% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 514 | 0 | 478 | 103 | 0 | 0 | 386 | 0 | 0 | 6 | 0 |
| Turn Type | | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 4.0 | 10.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 9.0 | 21.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 32.0 | 32.0 | | 21.0 | 53.0 | | 22.0 | 22.0 | | 22.0 | 22.0 | |
| Total Split (%) | 42.7% | 42.7% | | 28.0% | 70.7% | | 29.3% | 29.3% | | 29.3% | 29.3% | |
| Maximum Green (s) | 27.0 | 27.0 | | 16.0 | 48.0 | | 17.0 | 17.0 | | 17.0 | 17.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Min | Min | | None | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 23.5 | | 44.6 | 44.6 | | | 17.0 | | | 17.0 | |
| Actuated g/C Ratio | | 0.33 | | 0.62 | 0.62 | | | 0.24 | | | 0.24 | |
| v/c Ratio | | 0.90 | | 1.01 | 0.10 | | | 0.93 | | | 0.01 | |
| Control Delay | | 37.8 | | 66.0 | 5.4 | | | 51.6 | | | 22.8 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 37.8 | | 66.0 | 5.4 | | | 51.6 | | | 22.8 | |
| LOS | | D | | E | A | | | D | | | C | |
| Approach Delay | | 37.8 | | | 55.2 | | | 51.6 | | | 22.8 | |
| Approach LOS | | D | | | E | | | D | | | C | |
| Queue Length 50th (ft) | | 167 | | ~186 | 16 | | | 125 | | | 2 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|------|------|-----|-----|------|-----|-----|------|-----|
| Queue Length 95th (ft) | | 193 | | #231 | 25 | | | #186 | | | 9 | |
| Internal Link Dist (ft) | | 182 | | | 98 | | | 199 | | | 185 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 644 | | 471 | 1165 | | | 417 | | | 459 | |
| 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 | | 0.80 | | 1.01 | 0.09 | | | 0.93 | | | 0.01 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 71.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 48.1 Intersection LOS: D
 Intersection Capacity Utilization 71.4% 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: 90: Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64)





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 0 | 142 | 228 | 344 | 72 | 2 | 91 | 2 | 185 | 2 | 2 | 0 |
| Future Volume (veh/h) | 0 | 142 | 228 | 344 | 72 | 2 | 91 | 2 | 185 | 2 | 2 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1688 | 1614 | 1525 | 1859 | 1874 | 1979 | 1877 | 2057 | 1877 | 2058 | 2058 | 2058 |
| Adj Flow Rate, veh/h | 0 | 197 | 317 | 478 | 100 | 3 | 126 | 3 | 257 | 3 | 3 | 0 |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 |
| Percent Heavy Veh, % | 0 | 5 | 11 | 8 | 7 | 0 | 12 | 0 | 12 | 0 | 0 | 0 |
| Cap, veh/h | 0 | 200 | 323 | 482 | 1158 | 35 | 177 | 15 | 256 | 191 | 173 | 0 |
| Arrive On Green | 0.00 | 0.36 | 0.36 | 0.21 | 0.64 | 0.64 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.00 |
| Sat Flow, veh/h | 0 | 557 | 896 | 1770 | 1810 | 54 | 499 | 66 | 1127 | 523 | 764 | 0 |
| Grp Volume(v), veh/h | 0 | 0 | 514 | 478 | 0 | 103 | 386 | 0 | 0 | 6 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1453 | 1770 | 0 | 1864 | 1693 | 0 | 0 | 1287 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 26.3 | 15.8 | 0.0 | 1.6 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 26.3 | 15.8 | 0.0 | 1.6 | 17.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 0.62 | 1.00 | | 0.03 | 0.33 | | 0.67 | 0.50 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 523 | 482 | 0 | 1193 | 447 | 0 | 0 | 364 | 0 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.98 | 0.99 | 0.00 | 0.09 | 0.86 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 0 | 523 | 482 | 0 | 1193 | 447 | 0 | 0 | 364 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 23.8 | 21.1 | 0.0 | 5.1 | 29.0 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 34.8 | 38.7 | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.0 | 0.0 | 19.3 | 19.2 | 0.0 | 0.9 | 13.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 58.6 | 59.9 | 0.0 | 5.2 | 44.8 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 |
| LnGrp LOS | A | A | E | E | A | A | D | A | A | C | A | A |
| Approach Vol, veh/h | | 514 | | | 581 | | | 386 | | | | 6 |
| Approach Delay, s/veh | | 58.6 | | | 50.2 | | | 44.8 | | | | 22.5 |
| Approach LOS | | E | | | D | | | D | | | | C |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 22.0 | 21.0 | 32.0 | | 22.0 | | 53.0 | | | | |
| Change Period (Y+Rc), s | | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 17.0 | 16.0 | 27.0 | | 17.0 | | 48.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.0 | 17.8 | 28.3 | | 2.2 | | 0.0 | | | | |
| Green Ext Time (p_c), s | | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 51.6 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 583 | 106 | 85 | 672 | 136 | 171 | 182 | 105 | 275 | 232 | 237 |
| Future Volume (vph) | 226 | 583 | 106 | 85 | 672 | 136 | 171 | 182 | 105 | 275 | 232 | 237 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 15 | 12 | 12 | 13 | 13 | 13 |
| Grade (%) | | 0% | | | 0% | | | -3% | | | -4% | |
| Storage Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | 0 | 145 | | 0 |
| Storage Lanes | 2 | | 1 | 1 | | 1 | 1 | | 0 | 2 | | 0 |
| Taper Length (ft) | 115 | | | 105 | | | 65 | | | 40 | | |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | 1.00 | | 1.00 | | |
| Frt | | | 0.850 | | | 0.850 | | 0.945 | | | | 0.924 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3134 | 1766 | 1516 | 1752 | 1810 | 1417 | 1919 | 1733 | 0 | 3325 | 1746 | 0 |
| Flt Permitted | 0.950 | | | 0.156 | | | 0.252 | | | 0.950 | | |
| Satd. Flow (perm) | 3134 | 1766 | 1516 | 288 | 1810 | 1417 | 509 | 1733 | 0 | 3320 | 1746 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | 165 | | 24 | | | | 45 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 581 | | | 1449 | | | 423 | | | | 450 |
| Travel Time (s) | | 13.2 | | | 32.9 | | | 9.6 | | | | 10.2 |
| Confl. Peds. (#/hr) | | | | | | | | | 1 | 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 (%) | 8% | 4% | 3% | 3% | 5% | 14% | 5% | 5% | 4% | 11% | 6% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 233 | 601 | 109 | 88 | 693 | 140 | 176 | 296 | 0 | 284 | 483 | 0 |
| Turn Type | Prot | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | 9 | 2 | 6 | 9 | 6 | 8 | | | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 16.0 | 9.0 | 9.0 | 16.0 | 9.0 | 9.0 | 11.0 | | 9.0 | 11.0 | |
| Total Split (s) | 14.0 | 39.0 | 12.0 | 15.0 | 40.0 | 16.0 | 12.0 | 20.0 | | 16.0 | 24.0 | |
| Total Split (%) | 14.1% | 39.4% | 12.1% | 15.2% | 40.4% | 16.2% | 12.1% | 20.2% | | 16.2% | 24.2% | |
| Maximum Green (s) | 8.0 | 33.0 | 6.0 | 9.0 | 34.0 | 10.0 | 6.0 | 14.0 | | 10.0 | 18.0 | |
| 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 | | 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 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 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 | |
| Recall Mode | None | Min | None | None | Min | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 14.0 | | | 18.0 | | | 17.0 | | | 16.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 1 | | | 1 | |
| Act Effct Green (s) | 8.0 | 38.2 | 49.7 | 41.1 | 34.7 | 50.2 | 21.9 | 15.9 | | 10.0 | 19.8 | |
| Actuated g/C Ratio | 0.09 | 0.41 | 0.53 | 0.44 | 0.37 | 0.54 | 0.23 | 0.17 | | 0.11 | 0.21 | |

| | |
|---------------------------|------|
| Lane Group | Ø9 |
| 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 | |
| Fr _t | |
| Fl _t Protected | |
| Satd. Flow (prot) | |
| Fl _t 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 3.0 |
| Minimum Split (s) | 9.0 |
| Total Split (s) | 9.0 |
| Total Split (%) | 9% |
| Maximum Green (s) | 3.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 2.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |

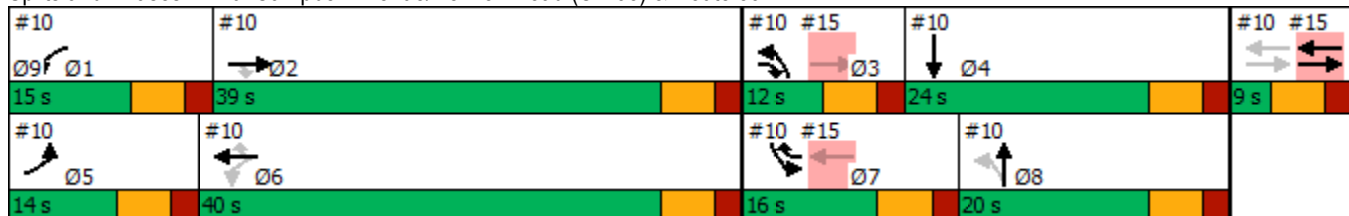


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|-------|-----|
| v/c Ratio | 0.87 | 0.84 | 0.12 | 0.38 | 1.04 | 0.17 | 0.84 | 0.95 | | 0.81 | 1.20 | |
| Control Delay | 73.8 | 39.2 | 1.0 | 18.3 | 74.9 | 2.1 | 59.6 | 75.5 | | 60.3 | 141.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.8 | 39.2 | 1.0 | 18.3 | 74.9 | 2.1 | 59.6 | 75.5 | | 60.3 | 141.2 | |
| LOS | E | D | A | B | E | A | E | E | | E | F | |
| Approach Delay | | 43.4 | | | 58.5 | | | 69.6 | | | 111.2 | |
| Approach LOS | | D | | | E | | | E | | | F | |
| Queue Length 50th (ft) | 68 | 310 | 0 | 23 | ~399 | 0 | 73 | ~163 | | 81 | ~327 | |
| Queue Length 95th (ft) | #168 | #611 | 9 | 67 | #789 | 24 | #181 | #297 | | #185 | #534 | |
| Internal Link Dist (ft) | | 501 | | | 1369 | | | 343 | | | 370 | |
| Turn Bay Length (ft) | 75 | | 310 | 180 | | 560 | 150 | | | 145 | | |
| Base Capacity (vph) | 268 | 718 | 881 | 274 | 669 | 836 | 209 | 313 | | 356 | 404 | |
| 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 | 0.87 | 0.84 | 0.12 | 0.32 | 1.04 | 0.17 | 0.84 | 0.95 | | 0.80 | 1.20 | |

Intersection Summary

Area Type: Other
 Cycle Length: 99
 Actuated Cycle Length: 93.8
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 68.6
 Intersection LOS: E
 Intersection Capacity Utilization 98.0%
 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: 10: Campbell Avenue/Hemion Road (CR 93) & Route 59



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 544 | 429 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 614 |
| Future Volume (vph) | 544 | 429 | 70 | 133 | 365 | 432 | 58 | 458 | 154 | 417 | 524 | 614 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 11 | 13 | 12 | 9 | 11 | 11 | 11 | 12 | 10 | 10 |
| Grade (%) | | 4% | | | -2% | | | -5% | | | 0% | |
| Storage Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | 140 | 100 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 65 | | | 130 | | | 200 | | | 30 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.98 | 1.00 | | | | 0.99 | | 1.00 | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.962 | | | | 0.850 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1692 | 1808 | 1457 | 1829 | 1828 | 1398 | 1626 | 3279 | 0 | 1703 | 1739 | 1422 |
| Fl _t Permitted | 0.101 | | | 0.488 | | | 0.108 | | | 0.152 | | |
| Satd. Flow (perm) | 180 | 1808 | 1424 | 938 | 1828 | 1398 | 185 | 3279 | 0 | 272 | 1739 | 1422 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 98 | | | | | 22 | | | | 245 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1140 | | | 915 | | | 417 | | | 588 | |
| Travel Time (s) | | 25.9 | | | 20.8 | | | 9.5 | | | 13.4 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | 2 | 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 (%) | 8% | 3% | 5% | 3% | 5% | 5% | 10% | 4% | 5% | 6% | 2% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 561 | 442 | 72 | 137 | 376 | 445 | 60 | 631 | 0 | 430 | 540 | 633 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | 10 | 2 | 6 | 10 | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 3.0 | 3.0 | 10.0 | 3.0 | 3.0 | 10.0 | | 3.0 | 15.0 | 5.0 |
| Minimum Split (s) | 10.0 | 15.0 | 8.0 | 8.0 | 15.0 | 8.0 | 8.0 | 15.0 | | 8.0 | 20.0 | 10.0 |
| Total Split (s) | 45.0 | 64.0 | 18.0 | 25.0 | 44.0 | 39.0 | 18.0 | 42.0 | | 39.0 | 63.0 | 45.0 |
| Total Split (%) | 23.7% | 33.7% | 9.5% | 13.2% | 23.2% | 20.5% | 9.5% | 22.1% | | 20.5% | 33.2% | 23.7% |
| Maximum Green (s) | 40.0 | 59.0 | 13.0 | 20.0 | 39.0 | 34.0 | 13.0 | 37.0 | | 34.0 | 58.0 | 40.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 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) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 1.0 | 1.0 | 3.0 | 3.0 | 1.0 | 2.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | Max | None | None | Max | Max | Max | | Max | None | None |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 24.0 | | | 24.0 | | | 24.0 | | | 24.0 | |
| Pedestrian Calls (#/hr) | | 1 | | | 1 | | | 2 | | | 2 | |
| Act Effct Green (s) | 80.0 | 69.1 | 76.7 | 46.2 | 40.4 | 68.9 | 50.3 | 37.2 | | 76.3 | 58.2 | 98.3 |
| Actuated g/C Ratio | 0.46 | 0.40 | 0.44 | 0.27 | 0.23 | 0.40 | 0.29 | 0.21 | | 0.44 | 0.33 | 0.57 |

| | |
|-------------------------|------|
| Lane Group | Ø10 |
| 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 | |
| Fr _t | |
| 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 (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 15.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 11% |
| Maximum Green (s) | 15.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | |
| Flash Dont Walk (s) | |
| Pedestrian Calls (#/hr) | |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|------|-----|-------|------|------|
| v/c Ratio | 1.30 | 0.61 | 0.11 | 0.45 | 0.89 | 0.80 | 0.37 | 0.88 | | 1.07 | 0.93 | 0.69 |
| Control Delay | 193.3 | 43.2 | 1.4 | 37.1 | 79.4 | 38.5 | 60.5 | 78.4 | | 124.2 | 79.0 | 13.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 2.6 | 0.0 |
| Total Delay | 193.3 | 43.2 | 1.4 | 37.1 | 79.4 | 38.5 | 60.5 | 78.4 | | 124.2 | 81.7 | 13.3 |
| LOS | F | D | A | D | E | D | E | E | | F | F | B |
| Approach Delay | | 118.7 | | | 54.4 | | | 76.9 | | | 66.1 | |
| Approach LOS | | F | | | D | | | E | | | E | |
| Queue Length 50th (ft) | ~729 | 388 | 0 | 82 | 411 | 200 | 38 | 349 | | ~443 | 577 | 190 |
| Queue Length 95th (ft) | #1138 | 421 | 10 | 155 | 350 | 387 | 83 | #535 | | #797 | #955 | 279 |
| Internal Link Dist (ft) | | 1060 | | | 835 | | | 337 | | | 508 | |
| Turn Bay Length (ft) | 330 | | 145 | 175 | | 170 | 140 | | | 100 | | |
| Base Capacity (vph) | 432 | 721 | 685 | 399 | 470 | 554 | 162 | 718 | | 400 | 582 | 911 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 14 | 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 | 1.30 | 0.61 | 0.11 | 0.34 | 0.80 | 0.80 | 0.37 | 0.88 | | 1.07 | 0.95 | 0.69 |

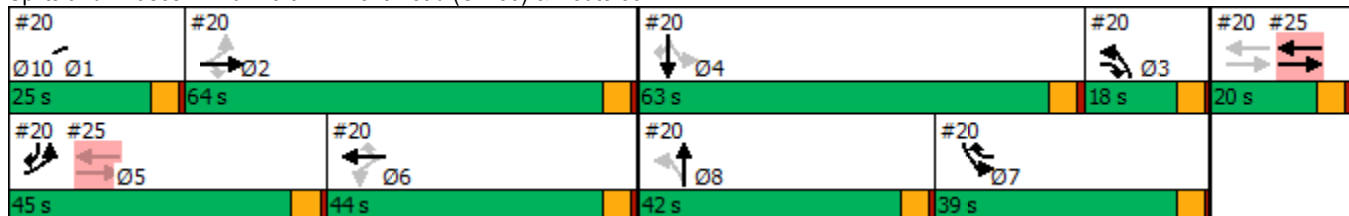
Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 173.8
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 78.3
 Intersection Capacity Utilization 115.0%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service H

~ 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: 20: North Airmont Road (CR 89) & Route 59



| | |
|-------------------------|-----|
| Lane Group | Ø10 |
| 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 | |

HCM 6th Edition methodology does not support clustered intersections.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|------|------|------|-------|-------|-------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 824 | 2 | 462 | 418 | 610 | 0 | 0 | 879 | 427 |
| Future Volume (vph) | 0 | 0 | 0 | 824 | 2 | 462 | 418 | 610 | 0 | 0 | 879 | 427 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 9% | | | -7% | |
| Storage Length (ft) | 0 | | 0 | 520 | | 350 | 105 | | 0 | 0 | | 140 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 145 | | | 145 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | | | | | 1.00 | | | | | 0.97 |
| Fr _t | | | | | | 0.850 | | | | | | 0.850 |
| Fl _t Protected | | | | 0.950 | 0.953 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 1649 | 1654 | 1583 | 1462 | 3064 | 0 | 0 | 3593 | 1548 |
| Fl _t Permitted | | | | 0.950 | 0.953 | | 0.157 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1649 | 1654 | 1583 | 241 | 3064 | 0 | 0 | 3593 | 1507 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 238 | | | | | | 385 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 580 | | | 846 | | | 505 | | | | 781 |
| Travel Time (s) | | 13.2 | | | 19.2 | | | 11.5 | | | | 17.8 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| 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 | 0.98 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 4% | 3% | 2% | 14% | 5% | 0% | 0% | 4% | 8% |
| Shared Lane Traffic (%) | | | | 50% | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 420 | 423 | 471 | 427 | 622 | 0 | 0 | 897 | 436 |
| Turn Type | | | | Perm | NA | Perm | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | 8 | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | 10.0 | 10.0 |
| Minimum Split (s) | | | | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | | | 15.0 | 15.0 |
| Total Split (s) | | | | 30.0 | 30.0 | 30.0 | 22.0 | 45.0 | | | 23.0 | 23.0 |
| Total Split (%) | | | | 40.0% | 40.0% | 40.0% | 29.3% | 60.0% | | | 30.7% | 30.7% |
| Maximum Green (s) | | | | 25.0 | 25.0 | 25.0 | 17.0 | 40.0 | | | 18.0 | 18.0 |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| 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 | 5.0 | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | 22.6 | 22.6 | 22.6 | 42.4 | 42.4 | | | 20.4 | 20.4 |
| Actuated g/C Ratio | | | | 0.30 | 0.30 | 0.30 | 0.57 | 0.57 | | | 0.27 | 0.27 |
| v/c Ratio | | | | 0.85 | 0.85 | 0.73 | 1.03 | 0.36 | | | 0.92 | 0.63 |
| Control Delay | | | | 41.5 | 41.7 | 18.3 | 68.1 | 4.5 | | | 47.0 | 18.4 |
| Queue Delay | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |

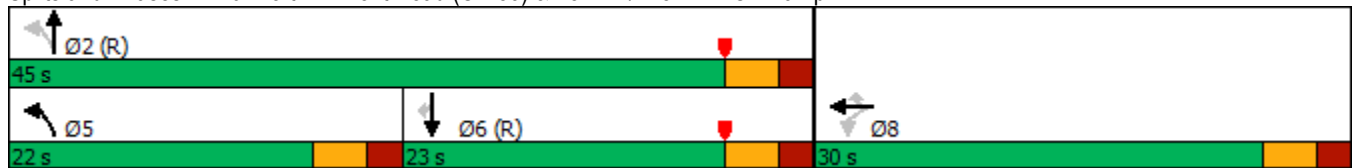


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|------|------|------|------|------|-----|-----|------|------|
| Total Delay | | | | 41.5 | 41.7 | 18.3 | 68.1 | 4.5 | | | 47.0 | 18.4 |
| LOS | | | | D | D | B | E | A | | | D | B |
| Approach Delay | | | | | 33.3 | | | 30.4 | | | 37.7 | |
| Approach LOS | | | | | C | | | C | | | D | |
| Queue Length 50th (ft) | | | | 181 | 183 | 87 | ~179 | 63 | | | ~252 | 95 |
| Queue Length 95th (ft) | | | | #326 | #327 | 194 | #335 | 16 | | | #370 | m153 |
| Internal Link Dist (ft) | | 500 | | | 766 | | | 425 | | | 701 | |
| Turn Bay Length (ft) | | | | 520 | | 350 | 105 | | | | | 140 |
| Base Capacity (vph) | | | | 549 | 551 | 686 | 413 | 1733 | | | 979 | 690 |
| 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 | | | | 0.77 | 0.77 | 0.69 | 1.03 | 0.36 | | | 0.92 | 0.63 |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 32 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 34.0 Intersection LOS: C
 Intersection Capacity Utilization 119.7% ICU Level of Service H
 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: North Airmont Road (CR 89) & I-87 NB/I-287 WB Off-Ramp



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↕ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 0 | 78 | 137 | 216 | 151 | 6 | 191 | 8 | 329 | 3 | 4 | 3 |
| Future Volume (vph) | 0 | 78 | 137 | 216 | 151 | 6 | 191 | 8 | 329 | 3 | 4 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 16 | 16 | 16 |
| Grade (%) | | 6% | | | -2% | | | -4% | | | -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 |
| Fr _t | | 0.914 | | | 0.994 | | | 0.916 | | | 0.959 | |
| Fl _t Protected | | | | 0.950 | | | | 0.982 | | | 0.985 | |
| Satd. Flow (prot) | 0 | 1519 | 0 | 1647 | 1702 | 0 | 0 | 1602 | 0 | 0 | 1868 | 0 |
| Fl _t Permitted | | | | 0.357 | | | | 0.876 | | | 0.900 | |
| Satd. Flow (perm) | 0 | 1519 | 0 | 619 | 1702 | 0 | 0 | 1429 | 0 | 0 | 1706 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 112 | | | 3 | | | 145 | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 262 | | | 178 | | | 279 | | | 265 | |
| Travel Time (s) | | 6.0 | | | 4.0 | | | 6.3 | | | 6.0 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 11% | 5% | 7% | 8% | 17% | 4% | 0% | 6% | 0% | 25% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 242 | 0 | 243 | 177 | 0 | 0 | 594 | 0 | 0 | 10 | 0 |
| Turn Type | | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 4.0 | 10.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 9.0 | 21.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 24.0 | 24.0 | | 12.0 | 36.0 | | 39.0 | 39.0 | | 39.0 | 39.0 | |
| Total Split (%) | 32.0% | 32.0% | | 16.0% | 48.0% | | 52.0% | 52.0% | | 52.0% | 52.0% | |
| Maximum Green (s) | 19.0 | 19.0 | | 7.0 | 31.0 | | 34.0 | 34.0 | | 34.0 | 34.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Min | Min | | None | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 12.8 | | 25.2 | 25.2 | | | 25.6 | | | 25.6 | |
| Actuated g/C Ratio | | 0.21 | | 0.41 | 0.41 | | | 0.42 | | | 0.42 | |
| v/c Ratio | | 0.59 | | 0.64 | 0.25 | | | 0.87 | | | 0.01 | |
| Control Delay | | 19.8 | | 24.6 | 14.5 | | | 27.7 | | | 9.3 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 19.8 | | 24.6 | 14.5 | | | 27.7 | | | 9.3 | |
| LOS | | B | | C | B | | | C | | | A | |
| Approach Delay | | 19.8 | | | 20.4 | | | 27.7 | | | 9.3 | |
| Approach LOS | | B | | | C | | | C | | | A | |
| Queue Length 50th (ft) | | 42 | | 61 | 42 | | | 136 | | | 1 | |

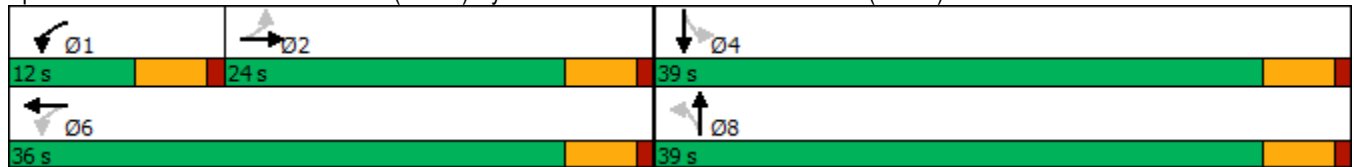


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|------|------|-----|-----|------|-----|-----|------|-----|
| Queue Length 95th (ft) | | 114 | | #142 | 92 | | | #367 | | | 9 | |
| Internal Link Dist (ft) | | 182 | | | 98 | | | 199 | | | 185 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 563 | | 377 | 892 | | | 882 | | | 980 | |
| 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 | | 0.64 | 0.20 | | | 0.67 | | | 0.01 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 61.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 74.9%
 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: 90: Hemion Road (CR 93)/Ryan Mansion Drive & Montebello Road (CR 64)





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | ↕ | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 0 | 78 | 137 | 216 | 151 | 6 | 191 | 8 | 329 | 3 | 4 | 3 |
| Future Volume (veh/h) | 0 | 78 | 137 | 216 | 151 | 6 | 191 | 8 | 329 | 3 | 4 | 3 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1688 | 1525 | 1614 | 1874 | 1859 | 1723 | 1997 | 2057 | 1967 | 2058 | 1668 | 2058 |
| Adj Flow Rate, veh/h | 0 | 88 | 154 | 243 | 170 | 7 | 215 | 9 | 370 | 3 | 4 | 3 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 11 | 5 | 7 | 8 | 17 | 4 | 0 | 6 | 0 | 25 | 0 |
| Cap, veh/h | 0 | 106 | 185 | 397 | 753 | 31 | 311 | 28 | 418 | 199 | 245 | 155 |
| Arrive On Green | 0.00 | 0.21 | 0.21 | 0.12 | 0.42 | 0.42 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 0 | 498 | 871 | 1784 | 1772 | 73 | 564 | 71 | 1049 | 292 | 614 | 388 |
| Grp Volume(v), veh/h | 0 | 0 | 242 | 243 | 0 | 177 | 594 | 0 | 0 | 10 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1368 | 1784 | 0 | 1845 | 1684 | 0 | 0 | 1293 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 9.6 | 5.6 | 0.0 | 3.5 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 9.6 | 5.6 | 0.0 | 3.5 | 18.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 0.64 | 1.00 | | 0.04 | 0.36 | | 0.62 | 0.30 | | 0.30 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 291 | 397 | 0 | 784 | 758 | 0 | 0 | 599 | 0 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.83 | 0.61 | 0.00 | 0.23 | 0.78 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 0 | 459 | 397 | 0 | 1009 | 1094 | 0 | 0 | 854 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 21.3 | 14.4 | 0.0 | 10.4 | 15.7 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 7.2 | 2.7 | 0.0 | 0.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.0 | 0.0 | 6.1 | 4.1 | 0.0 | 2.2 | 10.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 28.5 | 17.2 | 0.0 | 10.5 | 18.1 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 |
| LnGrp LOS | A | A | C | B | A | B | B | A | A | B | A | A |
| Approach Vol, veh/h | | 242 | | | 420 | | | 594 | | | | 10 |
| Approach Delay, s/veh | | 28.5 | | | 14.4 | | | 18.1 | | | | 10.3 |
| Approach LOS | | C | | | B | | | B | | | | B |
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 17.1 | | 27.6 | | 29.1 | | 27.6 | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | 7.0 | 19.0 | | 34.0 | | 31.0 | | 34.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.6 | 11.6 | | 2.2 | | 0.0 | | 20.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | | 0.0 | | 0.0 | | 2.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 18.8 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

Appendix D
Daily Trip Generation

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 11th Edition

| | | | | | | |
|------------------|----------------------------|-------------|------------|----------------|------------|---------------|
| Land Use Code | 150 | | | | | |
| Land Use | Warehousing | | | | | |
| Setting | General Urban/Suburban | | | | | |
| Time Period | Weekday | | | | | |
| # Data Sites | 15 | | | | | |
| | % of 24-Hour Vehicle Trips | | | | | |
| Daily Trips | 1437 | | 719 | | 718 | |
| Time | Total | Total Trips | Entering | Entering Trips | Exiting | Exiting Trips |
| 12:00 - 1:00 AM | 0.3% | 4 | 0.2% | 1 | 0.4% | 3 |
| 1:00 - 2:00 AM | 0.5% | 7 | 0.2% | 1 | 0.8% | 6 |
| 2:00 - 3:00 AM | 0.3% | 5 | 0.2% | 2 | 0.4% | 3 |
| 3:00 - 4:00 AM | 0.5% | 7 | 0.5% | 4 | 0.5% | 3 |
| 4:00 - 5:00 AM | 1.2% | 18 | 1.2% | 9 | 1.2% | 9 |
| 5:00 - 6:00 AM | 3.0% | 44 | 3.9% | 28 | 2.2% | 16 |
| 6:00 - 7:00 AM | 5.9% | 84 | 9.0% | 65 | 2.8% | 20 |
| 7:00 - 8:00 AM | 6.5% | 94 | 8.6% | 62 | 4.6% | 33 |
| 8:00 - 9:00 AM | 6.2% | 90 | 7.6% | 55 | 4.9% | 35 |
| 9:00 - 10:00 AM | 7.2% | 103 | 8.8% | 63 | 5.7% | 41 |
| 10:00 - 11:00 AM | 6.0% | 86 | 6.0% | 43 | 6.0% | 43 |
| 11:00 - 12:00 PM | 7.3% | 105 | 7.2% | 52 | 7.4% | 53 |
| 12:00 - 1:00 PM | 8.7% | 125 | 9.6% | 68 | 7.8% | 56 |
| 1:00 - 2:00 PM | 6.2% | 89 | 6.7% | 49 | 5.6% | 40 |
| 2:00 - 3:00 PM | 7.1% | 101 | 7.9% | 57 | 6.2% | 45 |
| 3:00 - 4:00 PM | 9.0% | 129 | 6.4% | 46 | 11.4% | 83 |
| 4:00 - 5:00 PM | 7.4% | 106 | 5.0% | 36 | 9.7% | 70 |
| 5:00 - 6:00 PM | 6.8% | 98 | 4.7% | 33 | 8.8% | 63 |
| 6:00 - 7:00 PM | 3.8% | 55 | 1.9% | 14 | 5.6% | 41 |
| 7:00 - 8:00 PM | 1.3% | 18 | 1.0% | 7 | 1.5% | 11 |
| 8:00 - 9:00 PM | 0.8% | 12 | 0.8% | 6 | 0.9% | 6 |
| 9:00 - 10:00 PM | 2.3% | 32 | 0.7% | 5 | 3.8% | 27 |
| 10:00 - 11:00 PM | 0.9% | 12 | 1.3% | 9 | 0.5% | 3 |
| 11:00 - 12:00 AM | 0.9% | 13 | 0.6% | 4 | 1.2% | 8 |

Hourly Distribution of Entering and Exiting Truck Trips by Land Use

Source: ITE Trip Generation Manual , 11th Edition

| | | | | | | |
|------------------|--------------------------|-------------|------------|----------------|------------|---------------|
| Land Use Code | 150 | | | | | |
| Land Use | Warehousing | | | | | |
| Setting | General Urban/Suburban | | | | | |
| Time Period | Weekday | | | | | |
| # Data Sites | 11 | | | | | |
| | % of 24-Hour Truck Trips | | | | | |
| Daily Trips | 532 | | 266 | | 266 | |
| Time | Total | Total Trips | Entering | Entering Trips | Exiting | Exiting Trips |
| 12:00 - 1:00 AM | 0.3% | 2 | 0.3% | 1 | 0.3% | 1 |
| 1:00 - 2:00 AM | 0.2% | 1 | 0.3% | 1 | 0.0% | 0 |
| 2:00 - 3:00 AM | 1.3% | 7 | 1.1% | 3 | 1.4% | 4 |
| 3:00 - 4:00 AM | 1.3% | 7 | 1.7% | 5 | 0.7% | 2 |
| 4:00 - 5:00 AM | 2.4% | 13 | 1.7% | 5 | 3.1% | 8 |
| 5:00 - 6:00 AM | 3.5% | 18 | 3.4% | 9 | 3.5% | 9 |
| 6:00 - 7:00 AM | 4.4% | 23 | 5.2% | 14 | 3.5% | 9 |
| 7:00 - 8:00 AM | 5.3% | 28 | 3.2% | 8 | 8.0% | 22 |
| 8:00 - 9:00 AM | 5.5% | 29 | 4.3% | 11 | 6.9% | 18 |
| 9:00 - 10:00 AM | 9.9% | 53 | 12.1% | 32 | 7.3% | 19 |
| 10:00 - 11:00 AM | 9.7% | 52 | 8.0% | 21 | 11.8% | 31 |
| 11:00 - 12:00 PM | 11.2% | 59 | 10.6% | 28 | 11.8% | 31 |
| 12:00 - 1:00 PM | 6.8% | 36 | 8.0% | 21 | 5.2% | 14 |
| 1:00 - 2:00 PM | 8.0% | 43 | 8.3% | 22 | 7.6% | 20 |
| 2:00 - 3:00 PM | 6.1% | 33 | 6.3% | 17 | 5.9% | 16 |
| 3:00 - 4:00 PM | 9.3% | 49 | 10.6% | 28 | 7.6% | 20 |
| 4:00 - 5:00 PM | 6.9% | 37 | 7.5% | 20 | 6.3% | 17 |
| 5:00 - 6:00 PM | 3.9% | 21 | 3.4% | 9 | 4.5% | 12 |
| 6:00 - 7:00 PM | 0.9% | 5 | 0.9% | 2 | 1.0% | 3 |
| 7:00 - 8:00 PM | 0.6% | 3 | 0.6% | 2 | 0.7% | 2 |
| 8:00 - 9:00 PM | 1.6% | 8 | 1.7% | 5 | 1.4% | 4 |
| 9:00 - 10:00 PM | 0.8% | 4 | 0.3% | 1 | 1.4% | 4 |
| 10:00 - 11:00 PM | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 |
| 11:00 - 12:00 AM | 0.2% | 1 | 0.3% | 1 | 0.0% | 0 |