STATE ENVIRONMENTAL QUALITY REVIEW

VILLAGE OF PAINTED POST – WEST WATER STREET PREDEVELOPMENT PROJECT FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

Project Location
450 West Water Street
Painted Post, NY 14870

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List of Acronyms

amsl	above mean sea level
ac-feet	Acre-Feet
ADT	Average Daily Traffic
AQI	Air Quality Index
C&D	Construction and Demolition
dBA	Decibels
BMP	Best Management Practice
CAAA	Clean Air Act Amendments
CEA	Critical Environmental Area
CFR	Code of Federal Regulations
cfs	Cubic Feet Per Second
DGEIS	Draft Generic Environmental Impact Statement
ECL	Environmental Conservation Law
EPA	United States Environmental Protection Agency
ESDC	Empire State Development Corporation
FEMA	Federal Emergency Management Agency
FGEIS	Final Generic Environmental Impact Statement
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GEIS	Generic Environmental Impact Statement
GFA	Gross Floor Area
GLA	Gross Leasable Area
GPD or gpd	Gallons per Day
GPM	Gallons per Minute
HVAC	Heating, Ventilation, and Air Conditioning
IECC	International Energy Conservation Code
ISO	Insurance Services Office
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
MGD	Million Gallons per Day
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NYCRR	New York Codes, Rules, and Regulations
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NTCHS	National Technical Committee for Hydric Soils
NYSDAM	New York State Department of Agriculture and Markets
NYSDEC	New York State Department of Environmental Conservation
NYSDOH	New York State Department of Health
NYSDOT	New York State Department of Transportation
NYSERDA	New York State Energy Research and Development Authority
NYSOPRHP	New York State Office of Parks, Recreation, and Historic Places
NWI	National Wetlands Inventory
OSHA	Occupational Safety and Health Administration
SEQRA	State Environmental Quality Review Act
SHPO	State Historic Preservation Office
SPDES	State Pollutant Discharge Elimination System
SWPPP	Stormwater Pollution Prevention Plan
TIS	Traffic Impact Study
USACE	United States Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
vph	Vehicles per Hour

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Chapter 1
Introduction

CHAPTER 1: INTRODUCTION

The Village of Painted Post (Project Sponsor) has requested the preparation of a Draft Generic Environmental Impact Statement (DGEIS), pursuant to the State Environmental Quality Review Act (SEQRA) to assess the social, economic, and environmental effects of a generic commercial/industrial development proposal for the West Water Street Predevelopment Project.

The Project will transform an approximately 49-acre vacant parcel, formerly the Ingersoll-Rand foundry site, into a mixed-use commercial/industrial complex up of 249,000 square feet in size. The Conceptual Site Layout Plan for the Project (Figure 1-1) visualizes a site layout for the multi-building commercial/industrial development.

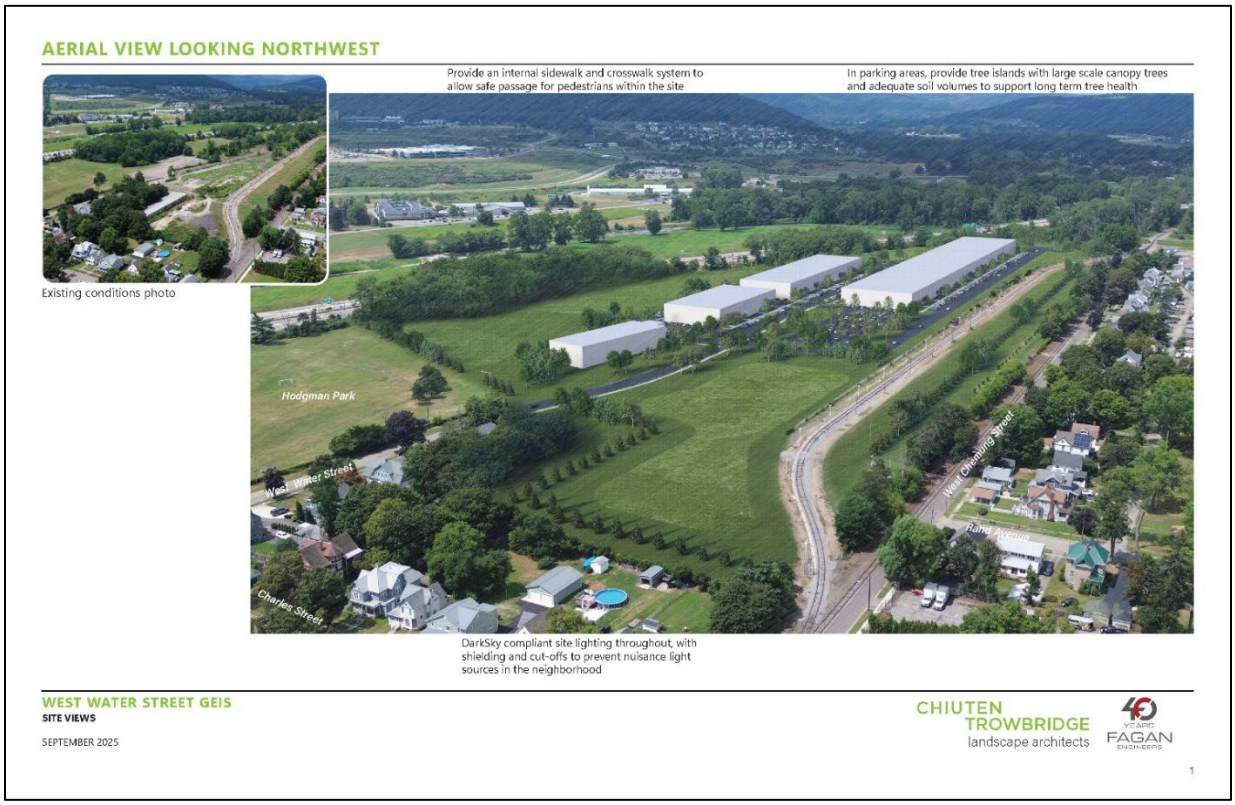


Figure 1-1: View of the Proposed West Water Street Development.

1.1 The Final Generic Environmental Impact Statement

This Final Generic Environmental Impact Statement (FGEIS) is issued for the West Water Street Predevelopment Project ("West Water Street" or the "Project") by the Painted Post Planning Board, as Lead Agency pursuant to and in compliance with Article 8 of the New York State Environmental Conservation Law and its implementing regulations commonly known as the State Environmental Quality Review Act (SEQRA). The Village of Painted Post is the Project Sponsor for the Project, which is a multi-building commercial/industrial development in the location of the former Ingersoll-Rand foundry that spans an approximately 49-acre parcel in the Village of Painted Post, New York.

The FGEIS, incorporating by reference the Draft Generic Environmental Impact Statement for West Water Street (DGEIS), forms the basis for Project-related decision making. SEQR regulations require that the FGEIS include the DGEIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source; and the Lead Agency's responses to all substantive comments.

After the issuance of this FGEIS, the public and involved agencies will be provided a reasonable time period, not less than 10 calendar days, in which to consider the FGEIS. After this reasonable time period has passed, the Painted Post Planning Board as Lead Agency will issue a Findings Statement prior to making a determination whether to undertake the Project. This Findings Statement will consider the relevant environmental impacts, facts and conclusions disclosed in this FGEIS; weigh and balance relevant environmental impacts with social, economic and other essential considerations; provide a rationale for the Lead Agency's decision; certify that the requirements of SEQR have been met; and certify that consistent with social, economic and other essential considerations from among the reasonable alternatives available, the Action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable.

As future development phases envisioned under the Project are fully defined and designed, they will be reviewed against the thresholds and assumptions outlined in the FGEIS and Findings Statement. If the scale and characteristics of such future development are consistent with such standards or thresholds, no further documentation will be required under SEQR. Should a particular future component exceed any threshold or standard established in the FGEIS or be determined to potentially result in an impact not considered in the FGEIS or Finding Statement, an additional environmental review and possibly a Supplemental EIS will be required.

1.2 Chronology of the SEQR Process

The SEQR process involves the following sequential stages: Scoping; Draft GEIS; Public/ Agency Comment Period; SEQR Public Hearing; Final GEIS (FGEIS); and Findings Statement. In accordance with SEQR implementation regulations, the Lead Agency classified the Project as a Type 1 Action for the purposes of environmental review, based on the Project resulting in

physical alteration of greater than 10 acres ((6)(i)). The Painted Post Planning Board was established as the Lead Agency for the purpose of carrying out the obligations of SEQR on April 9, 2025. The Lead Agency issued a Positive Declaration of Environmental Significance on April 9, 2025.

The Project underwent a Scoping process for the content of the GEIS in Spring 2025, and the Village of Painted Post Planning Board adopted the Final Scope on June 4, 2025. The DGEIS was reviewed for adequacy by the Lead Agency and was determined to meet the substantive content requirements set forth in the Final Scoping Document. The DGEIS was released to the public for review and comment during a public comment period from August 8 to September 14, 2025 which included a public hearing on September 3, 2025 to accept both written and oral comments. Following the close of the public comment period, substantive comments are summarized, assessed and responded to by the Lead Agency in the FGEIS. The FGEIS may contain additional studies and analyses to the extent required to adequately respond to the comments. When complete, the FGEIS will be filed by the Lead Agency and distributed to Interested and Involved agencies. Once the FGEIS has been filed and after the minimum legally required waiting period of 10 days has elapsed, the Lead Agency will issue its Findings Statement. The Findings Statement is a written document prepared by the Lead Agency that identifies the social and economic, as well as environmental, considerations that have been weighed in making a decision to approve or disapprove the Project. If approved, the Lead Agency must set forth its balancing of adverse environmental impacts against the needs for and benefits of the Project. Each Involved Agency must prepare its own Findings Statement following the filing of the FGEIS and prior to approving or disapproving that aspect of the Project before it.

1.3 Interested and Involved Agencies

The following is a list of the Interested and Involved Agencies for purposes of the Project:

Involved Agencies

- Village of Painted Post Planning Board
- Steuben County Planning Department
- New York State Department of Transportation (NYSDOT)
- New York State Department of Environmental Conservation (NYSDEC)
- New York State Department of Health (NYS DOH)
- New York State Office of Parks, Recreation and Historic Places (NYS OPRHP)

Interested Agencies

- Village of Painted Post Department of Public Works
- Village of Painted Post Board of Trustees
- Steuben County Industrial Development Agency (IDA)
- Empire State Development (ESD)

- Appalachian Regional Commission (ARC)

1.4 DGEIS Public Hearing and Comment Period

The Public Comment Period on the DGEIS commenced upon acceptance of the DGEIS by the Planning Board on August 8, 2025. A Public Hearing on the DGEIS was held at the Village Hall on September 3, 2025 commencing at 5:15 pm. The Public Hearing was led by STC, however no public comments were made during the session. The Public Comment Period closed on September 14, 2025.

1.5 Additional Public Outreach

Previous Public Meetings

STC organized and hosted two public engagement sessions in Summer 2024 to gather information that would inform the development of the GEIS and a recommendations document. These sessions were held in-person at the Village Hall.

- June 18, 2024 – The first session included a brief presentation to orient attendees to the project and relay the scope and limitations. Attendees were provided sticky dots to indicate which potential impacts were of the greatest concern. Following the presentation, STC led attendees through open discussion about the identified top impacts. This discussion was transcribed to ensure the proper capture of input and for reference throughout the remainder of the project.

- July 13, 2024 – The second session was a drop-in format informed by the results of the first session and sought to dive deeper into the identified impacts, as well as gather more specific feedback on potential aspects of site design to guide thresholds and inform what would become the alternative of choice. The project scope and limitations were available during this session for attendees to consider; however, the primary focus of this session was to collect preferences for a predefined set of prompts (that were informed by the first session discussions).

Additional Public Meetings that are planned but not yet scheduled include:

- Final GEIS discussions with Painted Post Planning Board as Lead Agency as well as adoption of the document.

1.6 Comments Received and Changes to DGEIS

Only two parties provided comments during the comment period. Copies of all comments received are provided in Appendix B. Comments were related to the impact of the proposed development and how it could introduce visual, audible, atmospheric and traffic disruptions to the surrounding area. As a result of comments received, various changes were made to the DGEIS. These changes are detailed in Chapter 4.

1.7 FGEIS Consideration Period

SEQR requires that the Lead Agency shall afford other Agencies and the public a minimum of 10 days following the filing of the Notice of Completion in which to consider the FGEIS before issuing its written findings statement.

1.8 Incorporation by Reference

All volumes of the DGEIS which were accepted by the Planning Board on August 8, 2025, are incorporated herein by reference in their entirety. The DGEIS provides an analysis of: (i) the purpose of and need for the Project; (ii) reasonable alternatives to the Project; (iii) the Project environmental setting; (iv) the potentially significant adverse environmental impacts associated with the Project; (v) mitigation measures for the Project; (vi) thresholds for future actions and (vii) impacts that cannot be mitigated if the Project proceeds. The DGEIS found that:

- Implementation of the Project would result in a positive impact to community character with the redevelopment of a vacant underutilized site;
- The Project would be generally consistent with adopted land use regulatory and policy documents, including the Village of Painted Post Comprehensive Plan, among others;
- Adverse but minor stormwater impacts due to new impervious surfaces;
- Development of the site will have minor impacts to vegetation and fauna;
- There are no known archaeological resources within the site;
- The Project would result in minor traffic impacts;
- The site is currently served by all public utilities and will require small improvements for Project implementation;
- The Project would result in positive short-term and long-term economic and fiscal impacts; and
- There would be short-term visual, air quality and traffic impacts during construction.

Chapter 2
Project Description

CHAPTER 2: PROJECT DESCRIPTION

2.1 Overview

Chapter 2 of the DGEIS provides a comprehensive overview of the theoretical West Water Street Industrial Site development. As the entire DGEIS has been incorporated by reference, this Chapter of the FGEIS is limited to a brief summary of the Alternative of Choice as well as a description of updates that have been made to the Alternative of Choice since the publication of the DGEIS. Project updates are the result of comments received on the DGEIS as well as continuing plan refinement.

2.2 Project Location

The Site is located in Painted Post (Village), Erwin (Town), Steuben (County), situated West of Corning in the Southern Tier Region of New York State. Figure 2.2-1 illustrates the Site's property boundary relative to the surrounding area.

Figure 2.2-1: West Water Street Site Location Map.

The Project Site is bounded by interstate I-86 to the west, which converges with I-99 to connect the Southern and Western Tiers to much of Pennsylvania; a Norfolk Southern rail line to the northeast, which runs north to the broader Finger Lakes Region, west to Buffalo, and east to Binghamton; and residential West Water Street to the southeast. Hodgmans Creek runs along a small northern portion of the Site, with the Cohocton River separated from the Site by I-86. Hodgman Park is located south of the Site along West Water Street, a portion of which was formerly also part of the Ingersoll-Rand foundry site.

2.3 Brief Description of the Alternative of Choice

The Project involves a proposed theoretical development on the approximately 49-acre site. The Alternative of Choice demonstrated in Figure 2.3-1 proposes a total of 249,000 square feet of buildings for commercial and/or industrial uses with ancillary office space. The proposed arrangement is intended to support a multi-tenant facility. A Traffic Impact Study (TIS) was completed (detailed in the DGEIS) and estimates 350 vehicles per hour during the peak hour, which serves as the basis for determining the required parking capacity for the site. The following table is a summary of the development in accordance with the Alternative of Choice:

Table 2.3-1: Development in Accordance with Existing Zoning Bulk & Density (FE)

Bulk & Density Item	Estimate
Building Area	249,000 sf
Building Coverage Rate	11.7%
Vehicle Spaces Proposed	452 spaces
Truck Loading Spaces Proposed	11 spaces
Lot Coverage Rate	26.3%

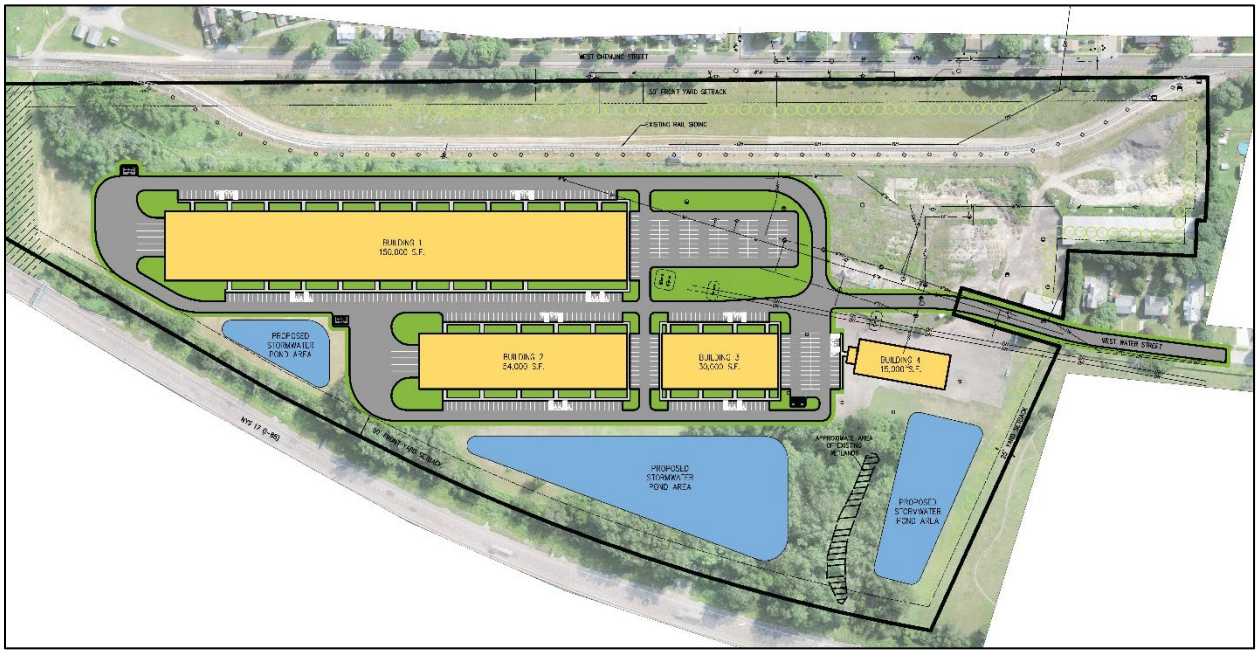


Figure 2.3-1: Overall Alternative of Choice Conceptual Site Layout Plan.

The Site is currently zoned as its own district, West Water Street Development District (I-2), which generally aligns with industrial uses, with the potential for some commercial uses. A deed restriction was placed on the Site by its former owners, Ingersoll-Rand, which prohibit specific uses on the Site, such as residential, food processing or preparation, medical, and cultural facilities or places of worship. These restrictions are generally reflected in the Painted Post Zoning Law (2019) for this district.

2.4 Project Updates since Publication of the DGEIS

A few Project updates have been made to the Alternative of Choice since the publication of the DGEIS. These Project updates are the result of comments received on the DGEIS as well as continuing plan refinement. These updates do not specifically impact the Site concept layout. However, supporting information regarding the development and associated studies has been requested and is explained in more detail below.

2.4.1 NYSDOT Requested Revisions

As part of the review by NYSDOT for site access, the following revisions were made to the traffic impact study:

- A queue analysis including the use of 95th percentile queue values was added represented by Synchro 12 reports in Appendix B.
- Mitigation measures were proposed in areas where queueing was observed, especially where existing lane storage capacity had been exceeded.
- In addition to the mitigation measures recommended in the previously submitted report, issues with queueing were eliminated or significantly reduced.

2.4.2 OPRHP Requested Information for Reevaluation

As part of the review by OPRHP for impacts on the surrounding area, the following details were clarified:

- Specifications of the proposed buildings (i.e. elevations, aesthetics) to be constructed on the Site and how this fits into the existing character of the surrounding area.
- Projected traffic counts for the proposed development and access routes.
- Impacts to vegetation and other items along West Water Street.
- Impacts and mitigation of noise and vibration along West Water Street.
- Potential offsets to mitigate impacts introduced by proposed development.

2.4.3 3D Site Depictions

In addition to the 2D overall Site views shown in the DGEIS, 3D depictions which show the Alternative of Choice from various angles (aerial and street view) have been added. This provides a clearer visualization of the proposed development and how it fits the character of the surrounding area. A general overview has been added to Chapter 2 of the DGEIS with additional views located in *Appendix B – Project Drawings*.

2.5 Additional Revisions Made to Existing DGEIS

As a result of continued refinement of the Project Plan, the following revisions have also been added to the DGEIS:

- Clarification on how the Project coincides with the Painted Post Comprehensive Plan.
- Modification to Site layout specifications to fall within Painted Post Zoning Law requirements.
- Additional definitions provided for various zoning categories of Painted Post.
- Details of concerning air quality pollutants to the Site are added to the appendices.
- Minor clarifications throughout the entire DGEIS.

2.6 Summary of Impacts and Mitigation Resulting from Project Updates

Even with the Project updates, the Conceptual Site Layout Plan for the Project development has not changed but the above information and studies have been refined. In light of the full Project scope, none of the revisions or updates were deemed substantial nor had any bearing on the impact and mitigation analysis and conc

Chapter 3
Comments and Responses to Comments

CHAPTER 3: COMMENTS AND RESPONSES TO COMMENTS

3.1 Overview

This chapter provides summaries and responses to the substantive comments received on the DGEIS. As noted in Section 1.4, the public comment period for the DGEIS commenced upon acceptance by the Planning Board on August 8, 2025. A Public Hearing on the DGEIS was held at the Village Hall on September 3, 2025. The Public Comment Period closed on September 14, 2025. Only two parties provided comments during this period via letters. Copies of these letters are provided in Appendix A. All comments were carefully reviewed.

To assist the reader in correlating the comments and responses to the text of the DGEIS, they are presented in this chapter in the general order of the presentation of information in the DGEIS.

3.2 Comment Summaries and Responses

The following comment summaries and responses are associated with information presented in DGEIS Section 5.2 (Land Use and Zoning):

1. **For us to better understand the full scope of potential impacts that the project may have on historic resources we are requesting the following information:**
    - **Elevations of the proposed buildings to be constructed on the site.**

Response: As per the *Village of Painted Post Zoning Law* the building height for the I-2 district shall not exceed a height of three stories or 45 feet. Accessory structures shall not exceed 35 feet in height.

2. **Regarding the National Register eligible Painted Post High School, it appears that the warehouse building may be highly visible from the school grounds above the existing tree line.**

Response: 3D depictions of the Alternative of Choice have been added to the DGEIS in *Appendix B – Project Drawings*. The street view shows that the proposed development cannot be seen from West Chemung Street which is over 500 feet closer to the Site than the school. This is strongly attributed to the existing and proposed planted visual buffer which combines a variety of evergreen and deciduous native trees and shrubs.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.5 (Vegetation and Animals):

1. **The increase in commercial traffic may also require alteration or removal of the existing mature tree-line that screens the homes along W. Water Street. This mature vegetative buffer is an important part of the historic streetscape and part of the neighborhood's setting. Suggested Mitigation: Minimize tree trimming/removal.**

Response: The proposed development does not require any removal of vegetation or widening of the road at this time. Although this is not envisioned, it will be revisited should a developer require this for a future development.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.7 (Historic and Archaeological Resources):

1. **Several historic resources exist within proximity to this project site. These properties include the First Baptist Church, which is listed in the State and National Registers of Historic Places ("Registers) and the Painted Post High School, which is eligible for the Registers. We note that there is a collection of early 20th century homes located along West Water Street (and potentially extending northeast along Steuben and Charles Streets) that appear to comprise a highly intact historic district.**

Response: The layout of the proposed development and overall site is designed to fit into the

character of the surrounding area including the historic nature of West Water Street. Although the development may introduce impacts such as noise and traffic, this is not misaligned with historic uses of the industrial site. Recommended mitigation to these impacts include ensuring adequate buffer zones, soundproofing and developing the Site aesthetically in accordance with public preferences. These preferences are assumed to reflect those of the public expressed during the forums held on June 18, 2024 and July 13, 2024.

2. **Suggested Mitigation: Employ building colors that will help to blend the massive, multi-story + 1,700-foot-long east elevation of the building into the proposed berm and landscaping plan.**

Response: The Alternative of Choice is proposed to be a multi-building complex with adequate vegetated buffer zones. This should not only blend the buildings into the surrounding area but also mitigate impacts introduced on the Site such as noises, vibrations and other visual changes.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.8 (Transportation and Circulation):

1. **Regarding the register eligible Southside Historic District along W. Water Street and the National Register listed First Baptist Church, we are concerned about the impacts associated with the anticipated additional commercial traffic associated with this project.**

Response: There is minimal added truck traffic expected to be introduced because of the proposed development. Although this is not envisioned, mitigation strategies will be revisited should a developer require this for a future development.

2. **For us to better understand the full scope of potential impacts that the project may have on historic resources we are requesting the following information:**
    - **Access routes and projected traffic counts for the warehouse and office buildings.**

Response: The access routes and projected traffic counts are included in the full Traffic Impact Study in Appendix I of the DGEIS.

3. **Suggested Mitigation: Minimize speed and prohibit use of commercial truck engine air-braking.**

Response: There is minimal added truck traffic expected to be introduced because of the proposed development. Should a developer require this, the *Village of Painted Post Zoning Law* requires noise standards to be kept under the below limits:

- **Residential Standards.** Upon effective date of this Law, no person shall cause, suffer, allow or permit sound from any operation which when measured at any residential property line is in excess of any of the following:
- A. Daytime Standards: from 7:00 a.m. to 10:00 p.m.
- Continuous airborne sound which has sound level in excess of 65 dBA

- B. Nighttime Standards: from 10:00 p.m. to 7:00 a.m.
- Continuous airborne sound which has a sound level in excess of 55 dBA

- **Commercial and Industrial Standards.** No person shall cause, suffer, allow or permit sound from any operation, which when measured at the property line of any industrial or commercial operation is in excess of any of the following:

- Continuous airborne sound which has a sound level in excess of 65 dBA

4. **NYSDOT - The report does not provide sufficient analysis of queue lengths, particularly with respect to the limited storage available between West Water Street and the I-86 westbound ramps. This is especially important given the substantial increase in eastbound left-turn movements at the West Water Street intersection.**

Response: A queue length analysis has been added to the Traffic Impact Study in Appendix I of the DGEIS for all lanes. The results and proposed mitigation are summarized in Section 5.8 of the DGEIS.

5. **NYSDOT - Use of 95th-percentile queue values is recommended to adequately assess the risk of spillback. Please provide an updated TIS which reflects this.**

Response: The 95th percentile queues were assessed and two turns at the intersection of West Water Street and North Hamilton Street were found to be exceeding the existing storage capacity in the Maximum Development Alternative. These exceedances can be eliminated by extending the signal timing in the North Hamilton Street protected left turn from 10-seconds to 15-seconds as well as extending the signal timing for West Water Street from 15-seconds to 20-seconds.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.10 (Air Quality and Noise):

1. **The introduction of this industrial level of new commercial (tractor-trailer) traffic will alter the character of this district and introduce additional noise and potential vibration from trucks to the historic structures.**

Response: See Response 3. for Section 5.8.

2. **Suggested Mitigation:**
    - **Noise monitoring along W. Water Street, supported by ongoing monitoring and an effective enforcement/minimization plan.**
    - **Vibration monitoring along W. Water Street, supported by ongoing monitoring and an effective minimization plan.**

Response: Significant addition of noise and vibration are not expected to West Water Street from the Alternative of Choice. This will be revisited should this change once a developer proposes a development.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.11 (Community Services):

1. **Suggested Mitigation:**
    - **Funding for local historic organizations and museums. Funding amounts should be commensurate with the scope and scale of long-term impacts on historic resources.**
    - **Discuss other opportunities for historic preservation mitigation with impacted community members and historical organizations.**

Response: The proposed mitigation strategies have been added to Section 5.7.1 of the DGEIS.

Chapter 4
Description of Changes to the DGEIS

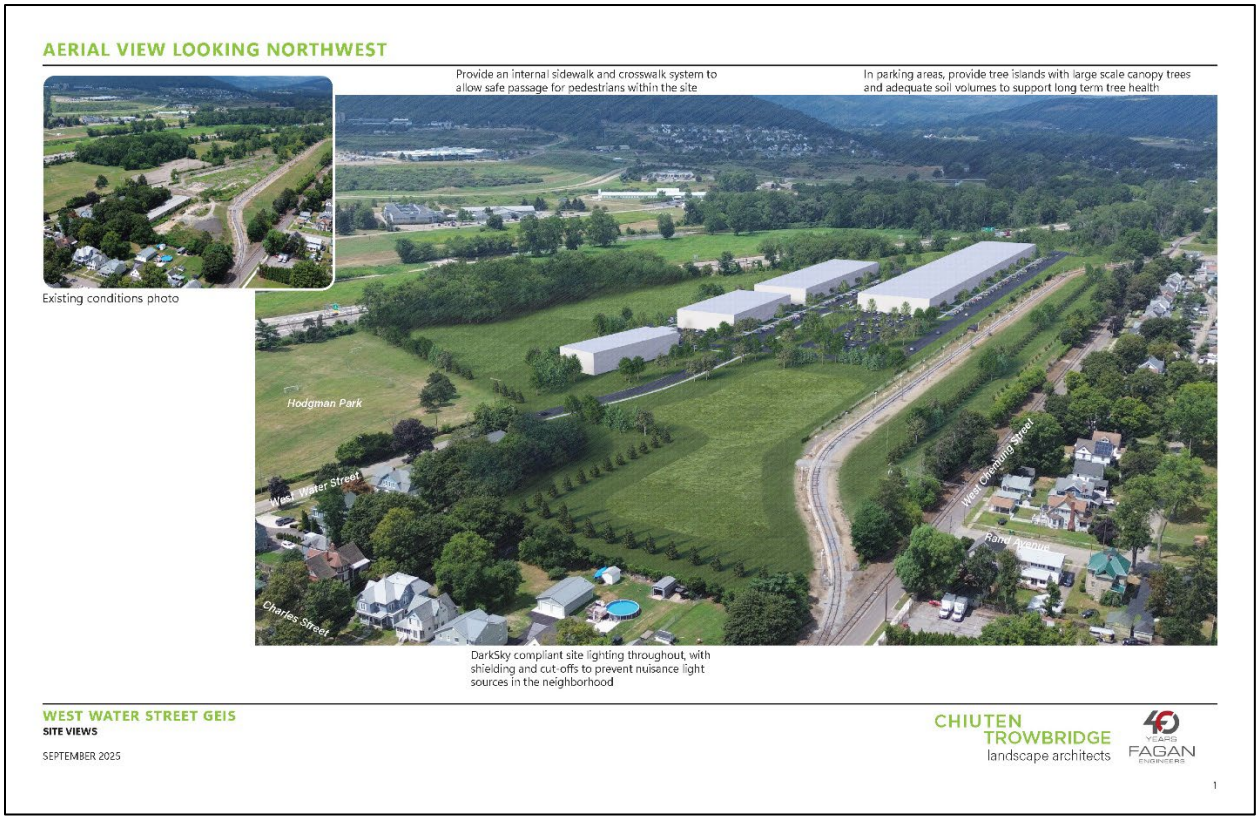
CHAPTER 4: DESCRIPTION OF CHANGES TO THE DGEIS

This chapter of the FGEIS discusses changes to the DGEIS resulting from comments on the DGEIS, Project refinement since the DGEIS, or the development of additional relevant information that was not available at the time of publication of the DGEIS. To help guide readers through this FGEIS and to distinguish the various types of edits to the text, the following sections include gray, highlighted text that indicates the type of action for the text (e.g. UPDATE, REPLACE, ADD, SUPPLEMENT, and REMOVE). The subsequent italic text provides additional direction to where the change occurs within the chapter, and a brief explanation of why the change had been made. Following the italic text is the actual text amending the DGEIS.

4.1 DGEIS Chapter 2 – Project Description

REPLACE:

***Figure 2.1-2** in **DGEIS Section 2.2** is replaced with the following 3D depiction of the overall site concept to provide a better visualization of the proposed development to the reader. Additional views can be found in Appendix B of the DGEIS - Project Drawings.*



SUPPLEMENT:

*The following text expands on the existing Site History by supplementing the following information in **DGEIS Section 2.5**:*

As part of their standard facility closure activities, Ingersoll-Rand conducted an environmental evaluation and cleanup in early 1986. At this time, evidence of petroleum and polychlorinated biphenyl (PCB) contamination of soil and other surfaces inside the foundry building were identified, being a result of oil leakage and spills from transformers and capacitors. This was reported to the New York State Department of Environmental Conservation (NYSDEC) and an Interim Remedial Measures (IRM) work plan was approved and a consent order was signed by both parties. All work elements of the IRM work plan were implemented in 1989 and NYSDEC acknowledged completion of the activities in January 1990.

A revised work plan was designed, expanding to encompass off-site areas, following the detection of 1,1,1-trichloroethane (TCA) in Painted Post Municipal Well #4 which was approximately 500 feet northeast of the foundry. This effort was intended to determine the extent of impact of Ingersoll-Rand operations on groundwater quality and field work began for the groundwater quality assessment (GQA) in December 1991. An alleged drum disposal site was also investigated in 1992 following a complaint from a private citizen, though no evidence of a buried drum was found during that investigation. Groundwater sampling did not detect PCBs, the main contaminant of concern at the foundry under the IRM. Volatile organic compounds (VOCs), primarily TCA, were detected, though they generally fell below the State drinking water standard of 5 parts per billion (ppb), except for at one off-site well which was detected at 8 ppb. Trace levels of 1,1-dichloroethane, benzene, ethylbenzene, total xylene, and 1,4-dichlorobenzene were also detected in off-site monitoring wells and, ultimately, the GQA did not indicate the foundry as the source of TCA contamination.

Semi-volatile organic compounds (SVOCs), polynuclear aromatic hydrocarbons (PAHs), were detected on-site near one of the monitoring wells during the well drillings. Further analysis indicated that the PAHs in the fill material were petroleum-based and likely the result of treated wood debris disposal in on-site fill material and road oiling activities. The PAHs were determined to be stationary and not migrating. Ultimately, no environmental exposure pathways were identified for the foundry site, as the SVOCs detected in the soil were not exposed at the surface and were not migrating, and the very low levels of TCA did not constitute an environmental threat. The Village was required to continue monitoring Municipal Well #4 to oversee potential human exposure pathways from groundwater exposure. The SVOCs in the soil were noted to potentially pose an elevated risk to workers during “invasive activities” on the Site.

A Record of Decision (ROD) was issued and a remedy was selected, which involved placing a deed restriction to indicate the presence of in-place contaminated soil around one on-site monitoring well and preparing a sampling and analysis plan to continue monitoring groundwater quality at the site and immediately off-site for an additional 3 years, or 5 rounds. This chosen alternative included the NYSDEC reclassification of the Site from a Class 2, which indicated the

confirmed presence of hazardous wastes or its components or breakdown products that represented a significant threat to public health or the environment, to a Class 4, which indicated that the Site was properly closed but required continuous monitoring. The results of the completed additional rounds of groundwater monitoring would be evaluated to determine if additional reclassification or delisting of the Site was appropriate.

The enactment of a deed restriction on the Site contributed to the eventual delisting of the Site in September of 2003, which indicated that remediation had been satisfactorily completed under a remedial program, though it may require ongoing maintenance and periodic certification of institutional/engineering controls.

REPLACE:

*Replace Maximum Building Stories and Maximum Building Height in **DGEIS Section 2.6** to reflect zoning requirements for I-2 District in the Village of Painted Post.*

Maximum Building Stories	3
Maximum Building Height	45 ft

REMOVE:

*Remove Certificate of Occupancy information in Table 2-4 in **DGEIS Section 2.8** since residential development is not permitted at this time.*

4.2 DGEIS Chapter 5 – Environmental Setting, Potential Impacts, and Mitigation

REPLACE:

*Clarify how the DGEIS meets contents laid out in the Village Comprehensive Plan in **DGEIS Section 5.2.***

SUPPLEMENT:

*Supplement the existing zoning section in **DGEIS Section 5.2.** to provide additional details on each zone. See below for additions.*

- LDR – Low Density Residential: To delineate those areas where one-unit detached dwellings are located on large lots (12,000 square feet or larger) with public sewer and water services currently or potentially provided, while minimizing strip frontage development.
- MDR – Medium Density Residential: To delineate those areas suitable for the development of varied dwelling units, such as one and two-unit detached houses, townhouses and multi-unit dwellings while maintaining the style and character of the older Village residential areas (minimum lot size: 6,500 square feet).

- VC – Village Center: The purpose of a Village Center District is to establish, enhance and promote a cultural, social and commercial center in Painted Post with a downtown atmosphere that is pedestrian oriented. The VC District shall have a compact form that combines jobs, recreation, schools, residential types and neighborhood commercial opportunities. As an area of planned mixed-use zoning, the VC District is intended to discourage strip commercial development and encourage streetscapes, on-street parking and complementary residential and office uses located above and/or adjacent to retail and service commercial uses (minimum lot size: 6,500 square feet), compatible with the style and character of the older Village businesses and residences.
- B – Business: To delineate those areas suited for commercial use that serve primarily the residents of the community.
- I – Industrial: To delineate those areas in the Village that are appropriately suited to manufacturing, process and industrial uses, and to preserve these areas for such uses and related uses that will not create a detrimental or significant adverse impact on the environment and the welfare of the community.
- I-2 – West Water Street Development: To delineate those areas in the Village with special provisions and restrictions set by various groups. The zoned district requires individual development processes and permits specifically allowed uses.
- CL – Conservation Land: To delineate those existing substantially undeveloped portions of the Village that exhibit a rural character due to the lack of services and serious natural limitations to development, to preserve a cohesive network of open space, stream corridors, wetlands, Painted Post Zoning Law August 2019 Page 31 steep slopes and other natural habitats and to limit the use of the remaining buildable land to less intensive, agricultural, forestry, and recreational uses in conformance with the natural and man-made limitations.
- FPPO – Floodplain Protection/Recreation (Overlay): To regulate floodplain development within the Special Flood Hazard Area, as shown on the Federal Emergency Management Administration's (FEMA) Flood Insurance Rate Map (FIRM). See Local Law No. 1 for 2000, Local Law for Flood Damage Prevention (as amended.)

UPDATE:

*Update **DGEIS Section 5.6.1** to combine site history details all into one timeline. 'Additional Investigation/Remediation' was added into this section. Title of section renamed to 'Site History and Identification of Areas of Concern'.*

ADD:

*Added details below into **DGEIS Section 5.6.2** to expand on how the development will potentially impact public health and the environment.*

The project has the potential to impact Public Health and Environment. By disturbing the Site through earth work and other construction activity, some potential impacts include:

- General construction activity creating dust which could contain contaminants such as PCBs and PAHs.
- Construction workers could come into contact with impacted media.
- Construction vehicles could transport impacted media off-site to unregulated areas.
- Stockpiled soils exposed to precipitation could transport contaminants through runoff.

All disturbances of soil (e.g., construction of new building(s), work on existing buildings, and/or utility work) would require the implementation of the Soil-Fill Management Plan and associated Excavation Work Plan and Groundwater Management Plan. All work would require monitoring excavations for potential impacted media and sampling of water and soil generated. These measures would address concerns related to transport of impacted media off-site and fugitive dust. All work would also be performed by appropriately trained personnel.

ADD:

*Added details below into **DGEIS Section 5.7.1** to expand on how the development will potentially impact historic and archaeological resources.*

There would be potential visual and audible impacts associated with the development related to the historic setting. These would be mitigated through the following:

- Visual: As described in Chapter 4, during the Village of Painted Post public forums for this project, the public was able to vote on several aesthetic options and provide their opinion on the appearance of the final development to adhere to the current Village character. These are recommended during the design to maintain the nature of the Village. Limitations on the building and lot sizes would follow the local zoning ordinances listed in Section 2.4. A vegetative buffer would also be implemented to improve the aesthetic of the development.
- Audible: Similarly to visual mitigation, a vegetated buffer zone would be used to reduce any noise created on Site. A significant increase in truck traffic is not expected for this development, should a developer require this, additional mitigation strategies will be revisited.

OPRHP has also provided the following mitigation strategies to offset any changes to the historic character of the surrounding area:

- Funding for local historic organizations and museums. Funding amounts should be commensurate with the scope and scale of long-term impacts on historic resources.
- Discuss other opportunities for historic preservation mitigation with impacted community members and historical organizations.

UPDATE:

*Update **DGEIS Section 5.8.7** to include additional information determined from queue analysis updated in the Traffic Impact Study (TIS) in Appendix I of the DGEIS. Details of additions are below.*

Impact: The 2030 maximum development alternative indicates an exceedance in storage capacity for two turns at the intersection of N. Hamilton and W. Water Street when analyzing the 95th

percentile queue volumes. This is seen in the N. Hamilton Street north bound left turn in the AM conditions (119 feet) and the W. Water Street east bound right turn in the PM conditions (135 feet).

Mitigation: The queue 95th percentile volume exceeding the storage capacity at the intersection of N. Hamilton and W. Water Street in the maximum development condition can be eliminated by extending the signal timing of the N. Hamilton Street protected left turn from 10-seconds to 15-seconds. As well as extending the signal timing for W. Water Street from 15-seconds to 20-seconds.

Additional details added to the DGEIS on mitigation for items previously included in the TIS:

- Evaluate a protected left turn phase at the intersection of S. Hamilton Street & Highway I-86 EB Ramps. There is a significant quantity of left turning traffic accumulated during the PM peak hour.

- Extend the left turn signal duration for the I-86 WB off-ramp. An evaluation of the Exit 44 NB left turn timing demonstrates an improvement in lane LOS when the signal is extended from the current 30-second interval to 45-seconds for both the No Build and Build Alternatives.

ADD:

*Added details below into **DGEIS Section 5.12** to expand on open space and recreation affected by the development.*

Craig Park and the Painted Post/Riverside Trail are also within 1,000 feet of the Site providing an opportunity for recreational activities as well as a method to travel to the Site from the surrounding area via walking or cycling.

4.3 DGEIS Chapter 7 – Environmental Setting, Potential Impacts, and Mitigation

ADD:

*Added details below into **DGEIS Section 7.2** to expand on recommended runoff mitigation strategies.*

Some of the recommended practices include: rain gardens and bioswales which can mitigate runoff while providing opportunities to add more green to absorb heat and improve air quality, and pervious pavements can promote better infiltration of stormwater.

Appendix A
Comments

NEW YORK STATE OF OPPORTUNITY. | **Parks, Recreation, and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

May 19, 2020

Amanda Ratchford
Larson Design Group
1 W Market St
Suite 301
Corning, NY 14830

Re: DEC
Painted Post Distribution Center
450 W Water St, Painted Post, NY 14870
20PR03036

Dear Amanda Ratchford:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Roger Daniel Mackay

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

NEW YORK STATE OF OPPORTUNITY.
Parks, Recreation and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

June 30, 2020

Amanda Ratchford
Larson Design Group
1 W. Market Street, Suite 301
Corning, NY 14830
(via email only)

Re: DEC
Painted Post Distribution Center
450 W Water Street, Painted Post, Steuben County
20PR03036

Dear Amanda Ratchford:

Please be aware that several members of the public have contacted our office to re-assess the conditions surrounding this proposed undertaking and its potential impact to historic/ archeological resources. As noted in your submission to our office, the project includes the construction of a 600,000-square foot warehouse and two office buildings that will total an additional 10,000 square feet.

After reviewing the file, our office found that several historic resources exist within proximity to this project site. These properties include the First Baptist Church, which is listed in the State and National Registers of Historic Places ("Registers) and the Painted Post High School, which is eligible for the Registers. We note that there is a collection of early 20th century homes located along West Water Street (and potentially extending northeast along Steuben and Charles Streets) that appear to comprise a highly intact historic district.

As you may be aware, Section 14.09 of New York State Parks, Recreation and Historic Preservation Law identifies *Adverse Impacts* occurring when a project is likely to cause the alterations of a historic property's environment and/or the introduction of visual, audible or atmospheric elements which are out of character with the property or alter its setting. (9NYCRR Park 428.7)

Based upon a reevaluation of this project, we have determined that the scale of the new buildings may have negative visual impacts on these resources. We are also concerned about the direct negative impacts that the introduction of commercial truck traffic associated with the warehouse activities, if proposed on streets adjacent to the identified resources, may have on the historic properties/district.

Based upon this assessment we are rescinding our previous letter dated May 19, 2020. By way of this letter we are also notifying the New York State Department of Environmental Conservation that we are reopening our Section 14.09 review of this action.

For us to better understand the full scope of potential impacts that the project may have on historic resources we are requesting the following information:

- Elevations of the proposed buildings to be constructed on the site.
- Access routes and projected traffic counts for the warehouse and office buildings.

Please be aware that our office may also seek additional information relating to the buildings that are roughly bounded by W. Water, Steuben, W. Chemung Streets and the site as we continue to reevaluate the project.

If I can be of any further assistance, I can be reached at john.bonafide@parks.ny.gov or (518) 268-2166.

Sincerely,

John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer

cc: Charles Vandrei, NYSDEC APO (via email)

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

July 22, 2020

Amanda K. Ratchford
Senior Engineering Associate
Larson Design Group
1 West Market Street, Suite 301
Corning, NY 14830
(via email only)

Re: ESD
Painted Post Distribution Center/New Development
W. Water Street, Painted Post, Steuben County
20PR03036

Dear Ms. Ratchford:

Thank you for your continued consultation with the Division for Historic Preservation (Division). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division and relate only to Historic/Cultural resources.

As noted in our letter of June 30, we found that the proposed construction of 600,000 square foot warehouse facility would have an *adverse impact* on historic resources.

Per 9 NYCRR Section 482.7(3), adverse impacts are anticipated when an undertaking is likely to introduce visual, audible or atmospheric elements which are out of character with a historic property or where such new elements will alter a property's setting.

We are in receipt of your July 8 response to our comments. Regarding the National Register eligible Painted Post High School, it appears that the warehouse building may be highly visible from the school grounds above the existing tree line. Regarding the register eligible Southside Historic District along W. Water Street and the National Register listed First Baptist Church, we are concerned about the impacts associated with the anticipated additional commercial traffic associated with this project.

We note that the area being redeveloped has always served as an industrial center for the community. The area appears to have been the site of early and mid-19th century W.S. Hodgeman Mills and Lumber Company and later as the site of a machine shop and foundry. W. S. Hodgeman's Greek Revival home remains along W. Water Street. We note that the scale of the buildings associated with these early industries were significantly smaller than the proposed facility. We also believe that the level of commercial truck traffic along W. Water Street under the current project will be significantly more active than what was associated with previous industries at the site.

The submitted material anticipates the increase in large truck traffic to be, at minimum, 100 trips per day. The access route will follow W. Water Street from S. Hamilton Street to the new facility. This will take this traffic past the National Register listed First Baptist Church and north along W.

Water Street, a narrowing residential street (north of Steuben Street) that borders the western edge of National Register eligible Southside Historic District.

The introduction of this industrial level of new commercial (tractor-trailer) traffic will alter the character of this district and introduce additional noise and potential vibration from trucks to the historic structures. The increase in commercial traffic may also require alteration or removal of the existing mature tree-line that screens the homes along W. Water Street. This mature vegetative buffer is an important part of the historic streetscape and part of the neighborhood's setting.

After reviewing the submitted material and the project site, we note that there does not appear to be feasible alternatives to access this historically industrial site. As such, there does not appear to be a feasible or prudent alternative that would avoid or lessen the adverse impacts associated with the development the Tioga Container Company Distribution Facility.

We therefore recommend that the involved agencies proceed with the development of an appropriate mitigation plan that would help offset the direct and indirect impacts that this undertaking will have upon historic resources. The agreed upon mitigation measures can then be memorialized in a Letter of Resolution amongst the involved parties.

Specific to mitigation opportunities, our office suggests that the following opportunities be explored:

Protection of W. Water Street:

- Minimize speed, tree trimming/removal and prohibit use of commercial truck engine air-braking.
- Noise monitoring along W. Water Street, supported by ongoing monitoring and an effective enforcement/minimization plan.
- Vibration monitoring along W. Water Street, supported by ongoing monitoring and an effective minimization plan.

Visual Impacts:

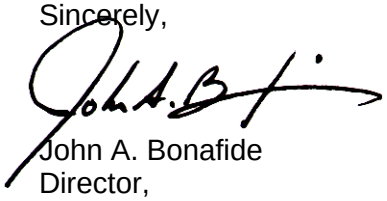
- Employ building colors that will help to blend the massive, multi-story ± 1,700-foot-long east elevation of the building into the proposed berm and landscaping plan.

Offset Mitigation:

- Funding for local historic organizations and museums. Funding amounts should be commensurate with the scope and scale of long-term impacts on historic resources.
- Discuss other opportunities for historic preservation mitigation with impacted community members and historical organizations.

If you have any questions regarding our comments or if you wish to discuss our recommendations, I can be reached at john.bonafide@parks.ny.gov.

Sincerely,



John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer

cc: Soo Kang, ESD
Charles Vandrei, DEC APO

NEW YORK STATE | Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

BRIAN KELLY, P.E.
Regional Director

September 23, 2025

Liv Lovejoy
Southern Tier Central Regional Planning & development Board
39th Floor, Corning Tower
8 Dennison Pkwy, Ste 310
Corning, NY 14830

RE: West Water Street Industrial Site Predevelopment – TIS Review

Dear Ms. Lovejoy,

We have reviewed the Traffic Impact Study for this project. Based on the information our comments are as follows:

Queue Analysis –

- The report does not provide sufficient analysis of queue lengths, particularly with respect to the limited storage available between West Water Street and the I-86 westbound ramps. This is especially important given the substantial increase in eastbound left-turn movements at the West Water Street intersection.
- Use of 95th-percentile queue values is recommended to adequately assess the risk of spillback. Please provide an update TIS which reflects this.

Left Turns at the I-86 EB Ramps –

- The projected site trips are anticipated to introduce substantial delays at the intersection of South Hamilton Street and the I-86 eastbound ramps, particularly on the eastbound left-turn and southbound approaches.
- NYSDOT acknowledges that the implementation of a protected left-turn phase would effectively mitigate these impacts. This improvement may be implemented by NYSDOT.

Sincerely,

Todd A. Stauring

T. A. Stauring L.S., P.E.
Regional Planning and Program Manager
NYSDOT Region 6
TAS:jr

Cc: J. Roloson P.E.2, Resident Engineer 6-2
John McCumiskey, PE, Regional Traffic Engineer
M. Senglaub, Regional Environmental Unit Supervisor

Appendix B
Revised Traffic Impact Study

TRAFFIC IMPACT STUDY
WEST WATER STREET
REDEVELOPMENT PROJECT

PREPARED FOR

VILLAGE OF PAINTED POST
261 STEUBEN STREET
PAINTED POST, NY 14870

PREPARED BY

FAGAN
ENGINEERS
& LAND SURVEYORS PC

July 2025
Revised: October 2025
FE PROJECT NO. 2020-045.001

TRAFFIC IMPACT STUDY
WEST WATER STREET REDEVELOPMENT PROJECT
FE PROJECT NO. 2020-045.001

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TRAFFIC IMPACT STUDY
WEST WATER STREET REDEVELOPMENT PROJECT
FE PROJECT NO. 2020-045.001

Maps and Figures

1. Project Location
2. Concept – Alternative of Choice
3. Concept – Maximum Development Alternative
4. 2025 Existing Condition
5. 2030 Background Condition
6. Trip Distribution – AM
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8. Trip Generation – Alternative of Choice – AM
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13. 2030 Maximum Development Alternative

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Appendix A ..... Figures and Trip Generation

Appendix B ..... LOS Summary, Queue Analysis and Synchro Results

Appendix C ..... DOT Traffic Signal Timing

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to analyze potential impacts of traffic generated by the proposed West Water Street Redevelopment Project in the Village of Painted Post, Steuben County, New York.

A Draft Generic Environmental Impact Statement (DGEIS) is being prepared for the Village with the intention of repurposing and rehabilitating a cleared 49-acre parcel of the former Ingersoll-Rand iron foundry facility. Through this DGEIS, three alternatives have been proposed; a No Build alternative, a 249,000 SF Alternative of Choice and a 352,800 SF Maximum Development Alternative. The property is currently undeveloped, mainly consisting of a combination of grass and wooded cover, a paved parking area and remnants of prior structure foundations. A Village owned rail siding and a Village Department of Public Works building are also located on the parcel.

Both proposed developments are variations of a business park with multiple structures composed of office and commercial buildings. The proposed facilities are anticipated to operate at 16-hour days (two shifts), five days a week.

There are 452 automobile parking spaces and 11 tractor trailer loading spaces proposed for the Alternative of Choice. There are 555 automobile parking spaces and 16 tractor trailer loading spaces proposed for the Maximum Development Alternative.

The completed TIS has determined:

- The TIS was performed in accordance with ITE industry standards. The following is a list of intersections that were evaluated:
    - S. Hamilton Street & Highway I-86 EB Ramps
    - N. Hamilton Street & Highway I-86 WB Ramps
    - N. Hamilton Street & W. Water Street
    - N. Hamilton Street & High Street
    - Steuben Street & High Street
    - Highway I-86 Ramps & W. Pulteney Street
- The proposed land-use for the Alternative of Choice is 249,000 square feet of building space.
- The proposed land-use for the Maximum Development Alternative is 352,800 square feet of building space.
- Site access would occur via West Water Street, the street terminates at the proposed redevelopment location.
- The Alternative of Choice option would generate the following additional trip ends:

	AM Peak Hour	PM Peak Hour
Average Trip Ends	350	349
Entering	294	80
Exiting	56	269

- The Maximum Development Alternative option would generate the following additional trip ends:

	AM Peak Hour	PM Peak Hour
Average Trip Ends	492	481
Entering	413	111
Exiting	79	371

- Raw traffic counts were collected between the dates of 6/10/2025-6/24/2025 prior to the Corning-Painted Post Middle School closing for the semester. AM traffic data was collected between the hours of 7-9AM and PM traffic data was collected between 2-4PM to encompass school and work traffic. This data was then used to calculate the Peak Hour Traffic for AM and PM.
- New traffic associated with the proposed development would not cause a significant impact on level-of-service for any of the intersections analyzed during the study periods.
- Proposed lane modifications:
    - A protected left turn should be considered for the S. Hamilton Street & Highway I-86 EB Ramps intersection in the EB direction along S. Hamilton Street due to existing traffic restrictions.
    - Extending the left turn signal duration for the I-86 WB off-ramp. This will improve the overall lane LOS for both the No Build and Build Alternatives.
    - Extending the protected left turn duration on N. Hamilton Street north bound as well as the W. Water Street signal duration.

I. Introduction

Fagan Engineers (FE) was retained by the Village of Painted Post to conduct this Transportation Impact Study (TIS) for the proposed West Water Street Redevelopment Project in the Village of Painted Post, New York (see location map in Figure 1). The site is located at the west end of West Water Street.

A Draft Generic Environmental Impact Statement (DGEIS) is being prepared for the Village with the intention of repurposing and rehabilitating a cleared 49-acre parcel of former Ingersoll-Rand iron foundry facility. Through this DGEIS, three alternatives have been proposed; a No Build alternative, a 249,000 SF Alternative of Choice and a 352,800 SF Maximum Development Alternative. A Village owned rail siding and a Village Department of Public Works building are also located on the parcel.

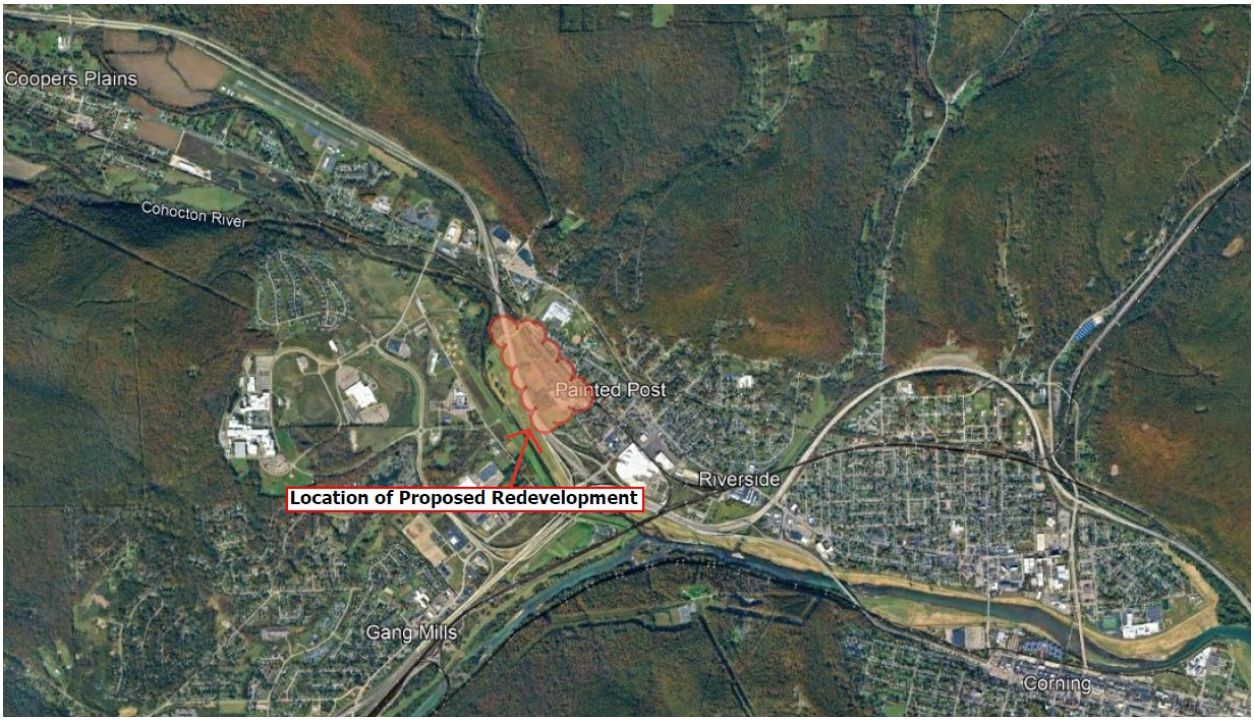


Figure 1: Project Location Map

Both proposed developments are variations of a business park with multiple structures composed of office and commercial buildings. See Figures 2 and 3 for concepts of each alternative considered. Both proposed facilities are anticipated to operate at 16-hour days (two shifts), five days a week.

There are 452 automobile parking spaces and 11 tractor trailer loading spaces proposed for the Alternative of Choice. There are 555 automobile parking spaces and 16 tractor trailer loading spaces proposed for the Maximum Development Alternative.

DENSITY TABLE

COMMERCIAL SPACE	249,000 SQ. FT.
VEHICLE PARKING SPACES	452
TRACTOR TRAILER LOADING SPACES	11

ALTERNATIVE OF CHOICE

400' 200' 0

Scale:	1" =200'
Date:	7/31/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	altofchoicelayout.dwg

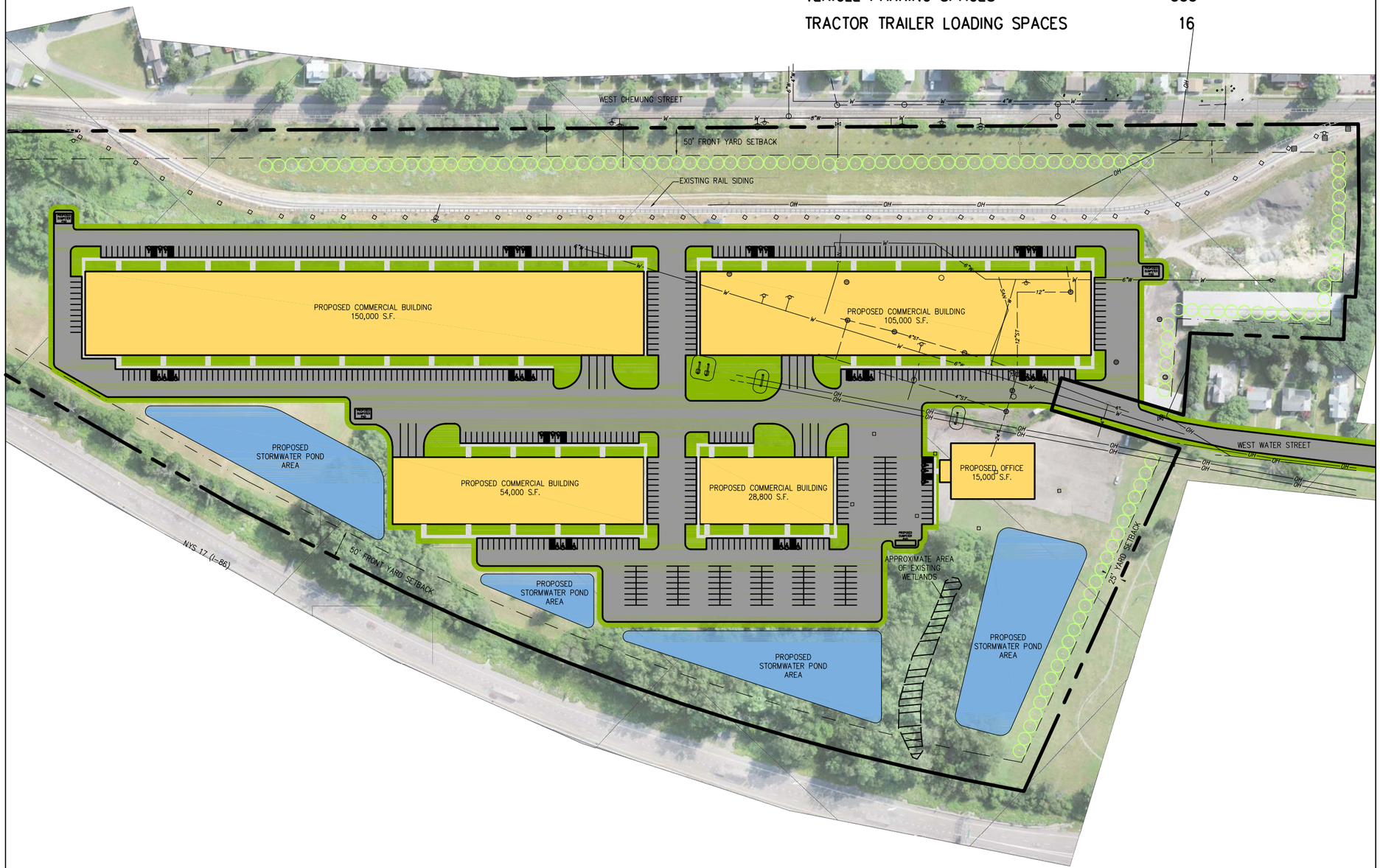
WEST WATER STREET REDEVELOPMENT PROJECT

VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
www.FaganEngineers.com

DENSITY TABLE

OFFICE SPACE	15,000 SQ. FT.
COMMERCIAL SPACE	337,800 SQ. FT.
VEHICLE PARKING SPACES	555
TRACTOR TRAILER LOADING SPACES	16



MAXIMUM BUILD ALTERNATIVE

400' 200' 0

Scale:	1" =200'
Date:	7/31/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	maxbuildlayout.dwg

WEST WATER STREET REDEVELOPMENT PROJECT

VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
www.FaganEngineers.com

II. Facility Operation

Both proposed Alternatives are designed as business parks with commercial and office spaces distributed between several buildings across the project site. The following facility activity is expected based on the proposed design:

- Staff are expected to work two shifts, five days/week; Shift one – 7AM-3PM, Shift two – 3PM-11PM.
- Warehouse products will be transported to and from facility with tractor trailers loaded via the proposed loading spaces during operational hours.

III. Data Collection

Raw traffic counts were collected between the dates of 6/10/2025-6/24/2025. AM traffic data was collected between the hours of 7-9AM and PM traffic data was collected between 2-4PM to encompass school and work traffic. This data was then used to calculate the Peak Hour Traffic for AM and PM. Traffic counts were taken over several days at the following intersections:

- S. Hamilton Street & Highway I-86 EB Ramps
- N. Hamilton Street & Highway I-86 WB Ramps
- N. Hamilton Street & W. Water Street
- N. Hamilton Street & High Street
- Steuben Street & High Street
- Highway I-86 Ramps & W. Pulteney Street

Raw traffic counts are included in Appendix A of this report. The overall peak hour volume was then calculated by taking the most conservative directional volume and peak hour factor for each intersection.

IV. Existing Roadway Characteristics

Roadway characteristics for the study area are shown in the following table:

Roadway	**Pavement**		**Shoulders**	**Speed Limit (mph)**	**Roadway Class**
	Lanes	*Markings*			
W. Water Street	24’ 2 lane	Edge lines and parking lanes	8’ on street parking	25	Local Roads
N. Hamilton Street	24’-36’ 2-3 lanes	Edge lines and parking line	8’ on street parking, both sides	35	Major Collector

There are two signalized pedestrian crossings located at the intersection of N. Hamilton Street & W. Water Street.

The W. Water Street roadway starts at 48’ wide at the intersection with N. Hamilton Street and narrows to 20’ wide after the intersection with Charles Street. There is parking on both sides of the street. There are no bicycle facilities present throughout the study area.

V. Assessment Criteria

Highway Capacity Analyses in the assessment were performed based on the methodology defined in the Transportation Research Board, Highway Capacity Manual, HCM 2010, using Trafficware's Synchro 12 software. Traffic operations are represented by a Level of Service (LOS) which is defined in terms of delay. It is a qualitative measure of speed and travel time, freedom to maneuver, traffic interruptions, and driver comfort and convenience. It ranges from a LOS of A with little or no delay to a LOS of F where the available capacity is exceeded causing extreme delays.

VI. Existing Traffic Analysis

The turning movement counts were reviewed for individual intersection and system peak hours. Through movements at the system peak-hour volumes from intersection to intersection were within expected tolerances.

VII. Future No Build Traffic Analysis

VII.A. Traffic Projections

Future-year traffic projections were established through application of a 1.0 percent per year growth rate. The peak hour factors for the proposed traffic utilized the same peak hour factors as the existing traffic. It should be noted that traffic counts for the study intersections have actually decreased since the previous TIS performed for the project site (May 2020).

VII.B. Existing Traffic Condition (2025)

Existing traffic conditions were determined by using the most conservative directional traffic volumes and peak hour factors for each intersection split into AM and PM peak hour volumes. Figure 4 illustrates the existing traffic conditions.

VII.C. Background Traffic Condition (2030)

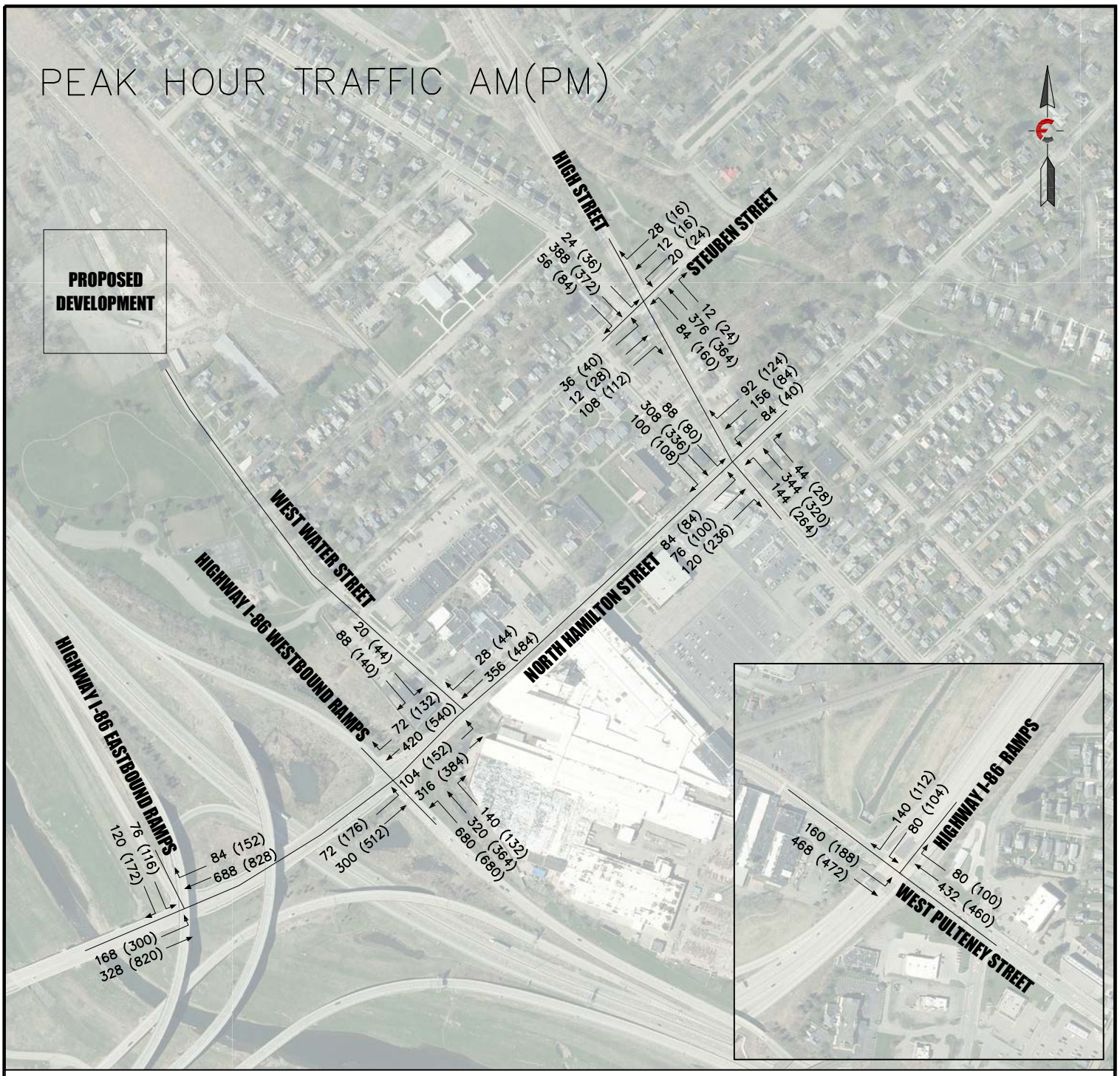
2030 traffic projections were determined by applying the growth rate to the existing conditions. Figures 5 illustrates the projected Year 2030 horizon year traffic projections for the no build scenario.

VIII. Development Analysis

Figures 2 and 3 illustrate the proposed site plan for each Alternative. The land-use for each development are 249,000 SF for the Alternative of Choice and 352,800 SF for the Maximum Development Alternative.

VIII.A. Trip Generation

The Institute of Transportation Engineers (ITE), Trip Generation Manual, 8th Edition was referenced to estimate the number of trips which could be generated by the proposed development. The average rates for ITE Land Use #770 Business Park were referenced to calculate trips for daily conditions and for the AM and PM peak hour of adjacent street traffic. These numbers are summarized in the tables below.



EXISTING TRAFFIC CONDITIONS (2025)

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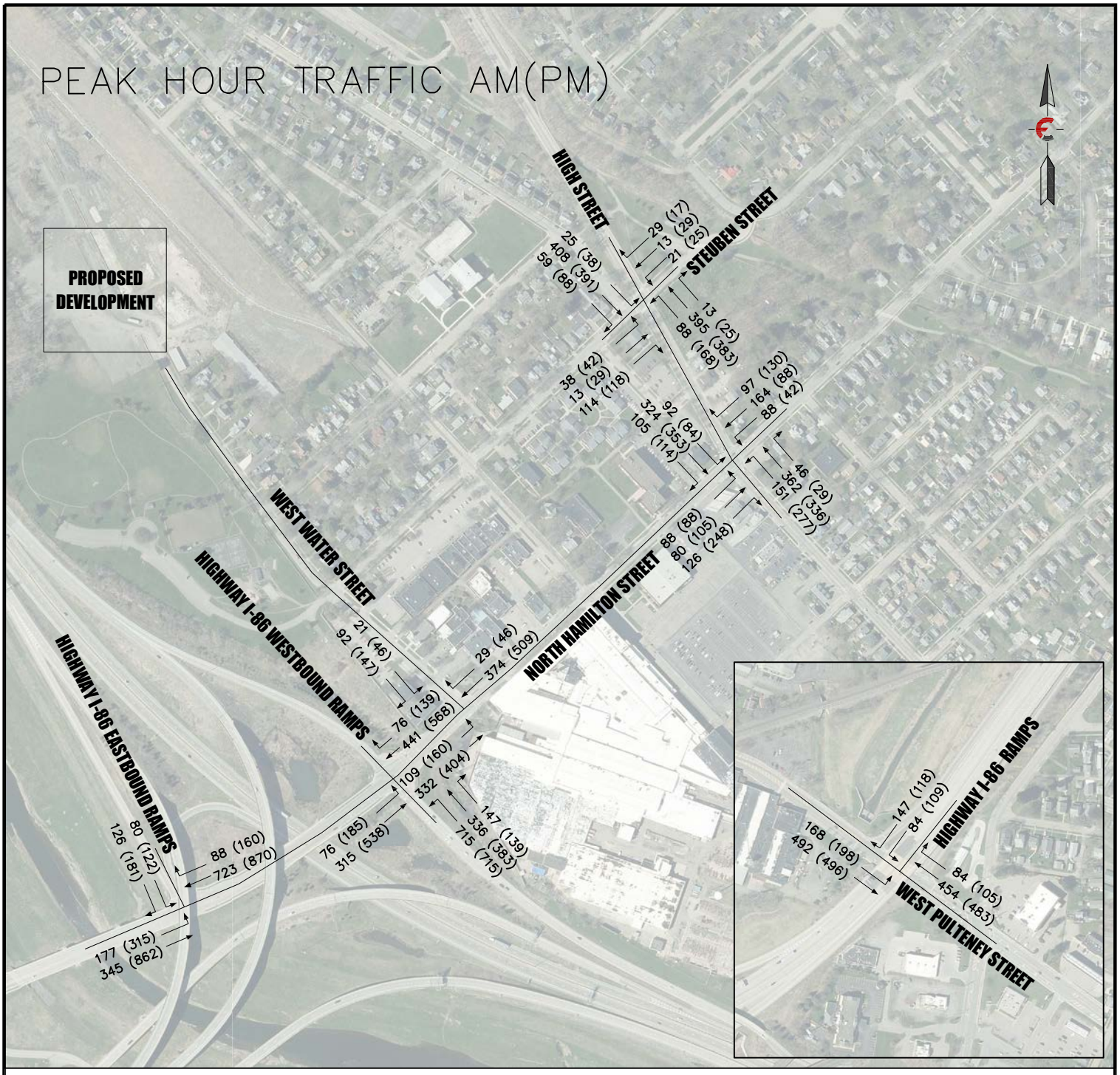
WEST WATER STREET REDEVELOPMENT PROJECT

VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

Scale:	1"=500'
Date:	7/28/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	trafficstudy-existingcondition2025.dwg



BACKGROUND CONDITION (2030)

0 500' 1000'

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Drawing Name:	trafficstudy-backgroundcondition2030.dwg

The Alternative of Choice option would generate the following additional trip ends:

	AM Peak Hour	PM Peak Hour
Average Trip Ends	350	349
Entering	294	80
Exiting	56	269

The Maximum Development Alternative option would generate the following additional trip ends:

	AM Peak Hour	PM Peak Hour
Average Trip Ends	492	481
Entering	413	111
Exiting	79	371

Staff are expected to work two shifts, five days/week; Shift One: 7AM-3PM, Shift Two: 3PM-11PM with products to be transported to and from facility with tractor trailers loaded via the proposed loading spaces during operational hours. The projected truck trips are going to occur throughout the day so there is not an overload of truck traffic through the neighborhood.

VIII.B. Trip Distribution

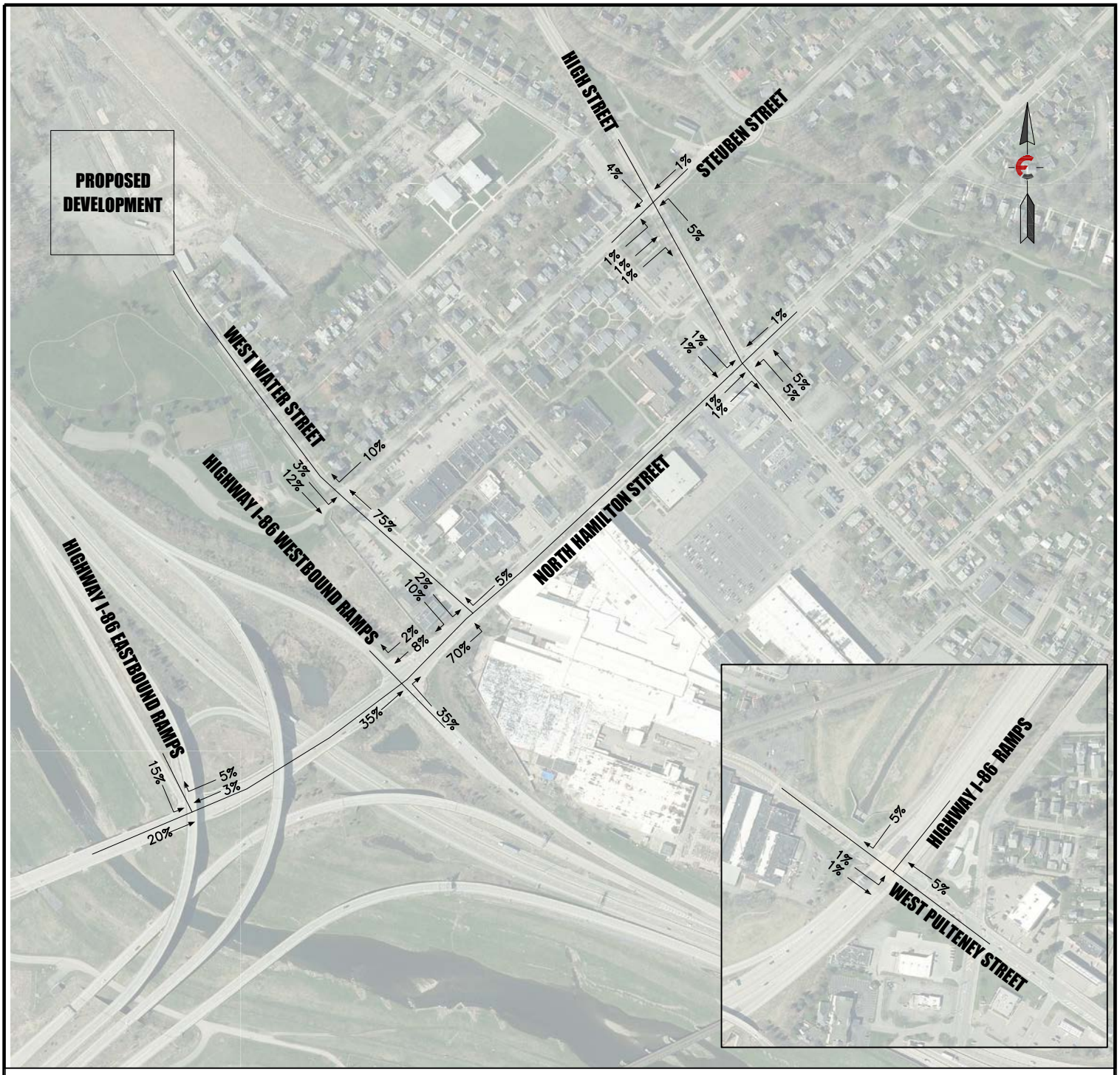
The distribution of new trips generated by the proposed Alternatives was based on the proximity of nearby populations and the expected route taken to get to the proposed development. Figures 6 and 7 illustrate the anticipated distribution of entering and exiting traffic during AM and PM conditions.

VIII.C. Traffic Assignment

Figures 8-11 demonstrate the new trip assignments for each proposed Alternative. This traffic assignment was calculated by multiplying the entering/existing distribution by the anticipated new trip generation.

VIII.D. Developed Conditions

Figures 12 and 13 depict the expected total traffic encompassing the 2030 background condition with the added trips generated by the proposed developments. This provides a conservative estimation of the expected traffic conditions with the fully developed scenarios.



NEW TRIP DISTRIBUTION (AM)

0 500' 1000'

OVERALL
ENTERING - 85%
EXITING - 15%

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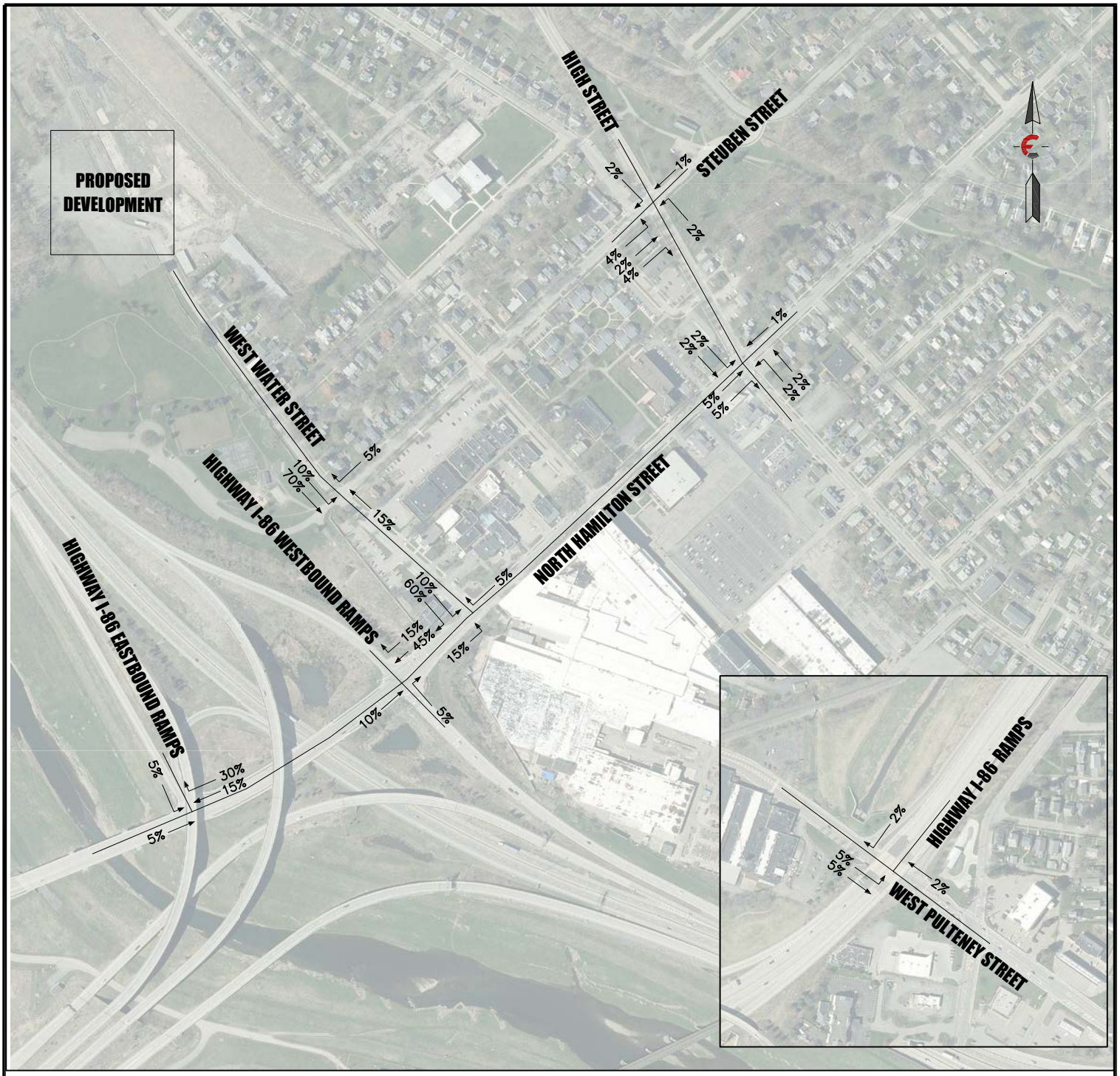

OVERALL
ENTERING - 20%
EXITING - 80%

NEW TRIP DISTRIBUTION (PM)

0 500' 1000'

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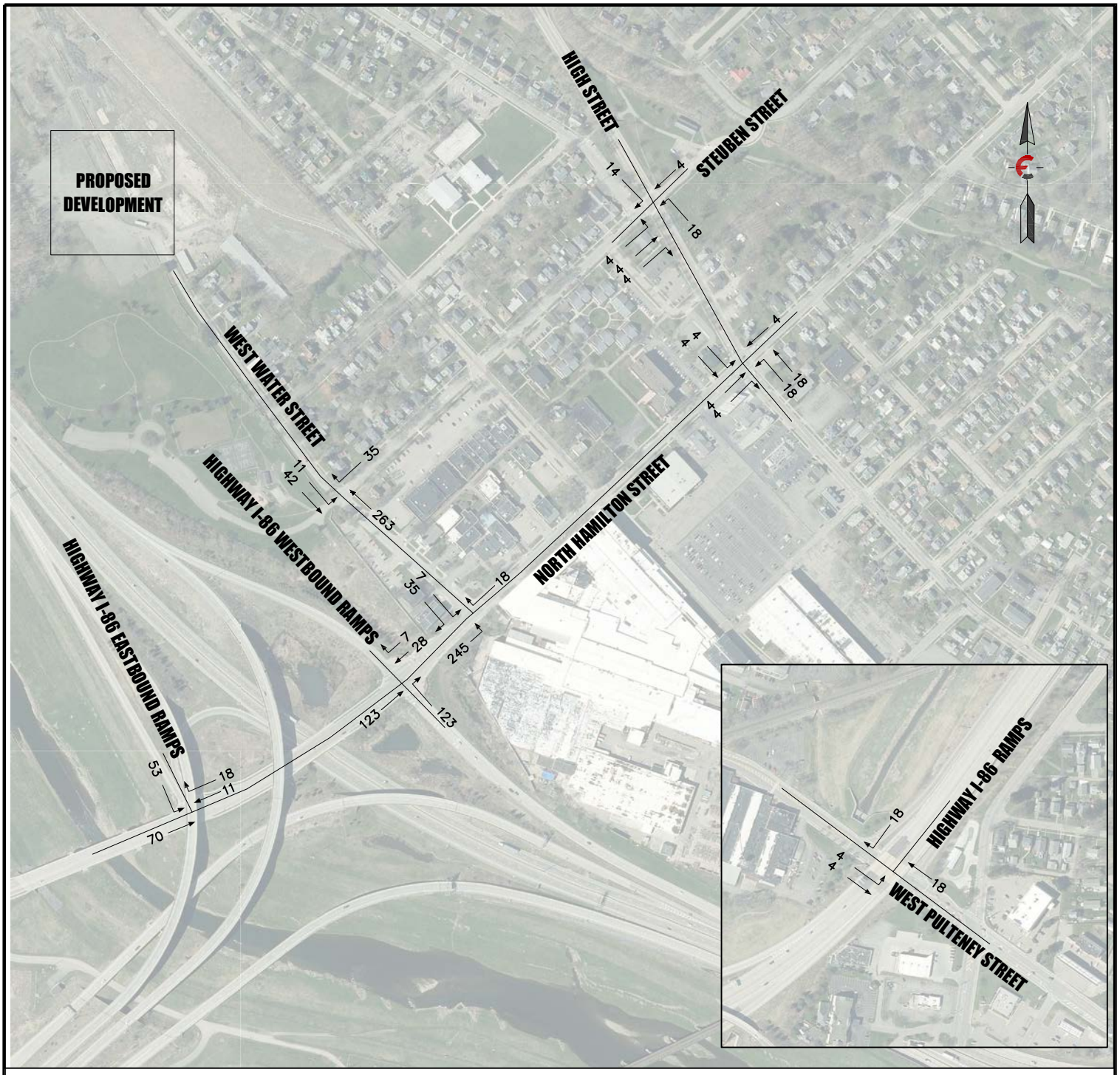

ALTERNATIVE OF CHOICE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%

0 500' 1000'

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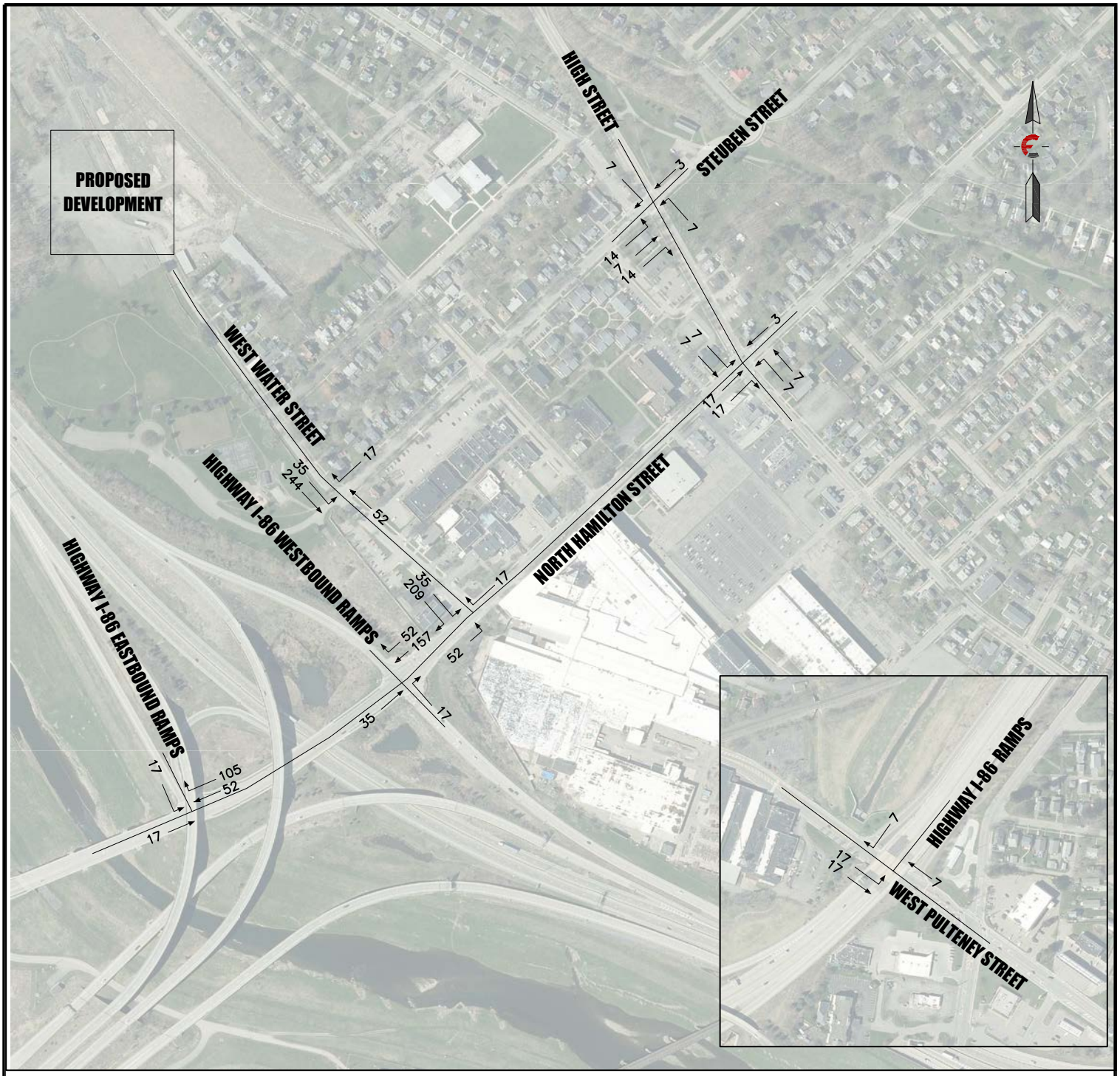

OVERALL
ENTERING - 20%
EXITING - 80%

ALTERNATIVE OF CHOICE - TRIP GENERATION (PM)

0 500' 1000'

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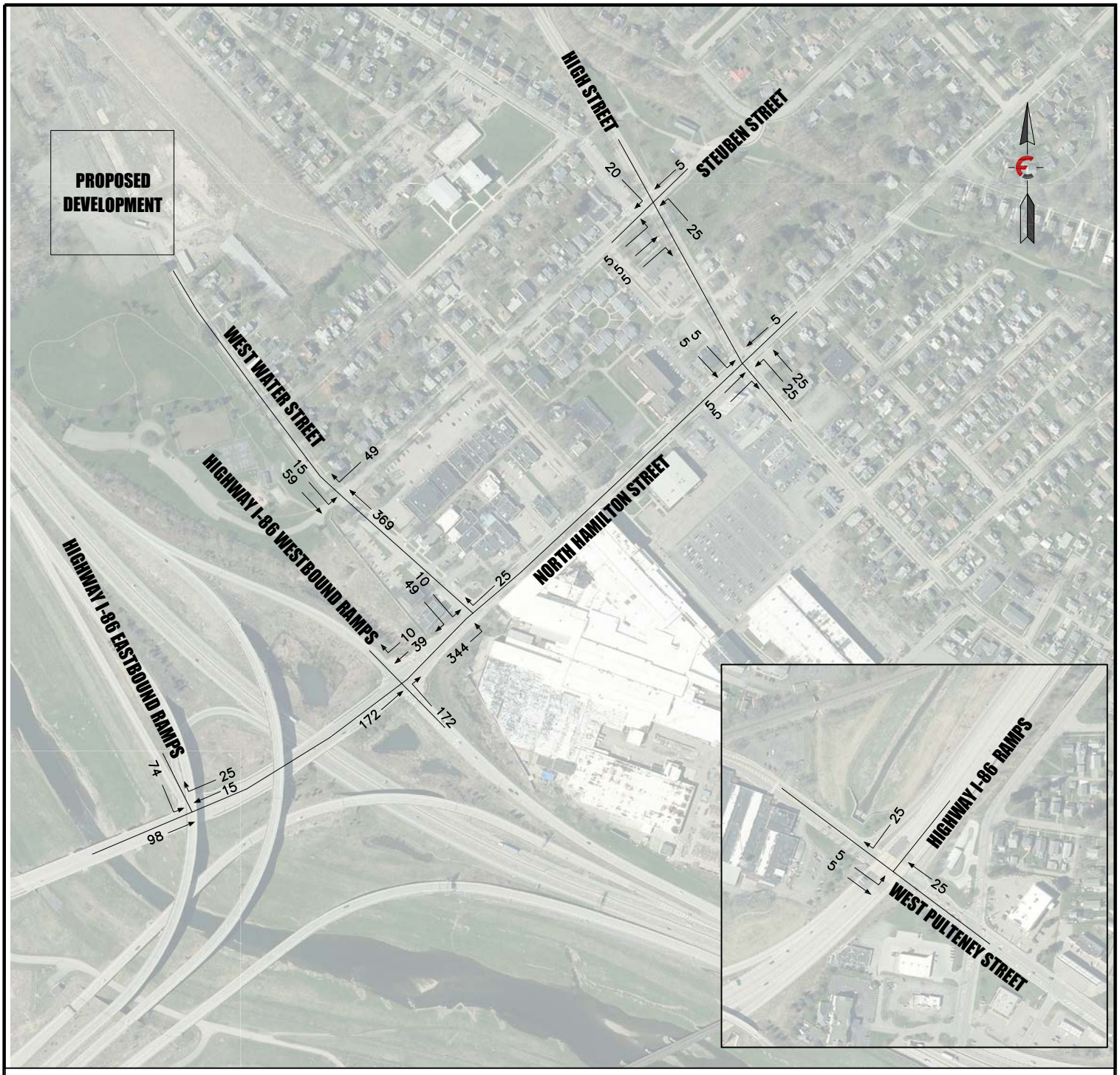

MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%

0 500' 1000'

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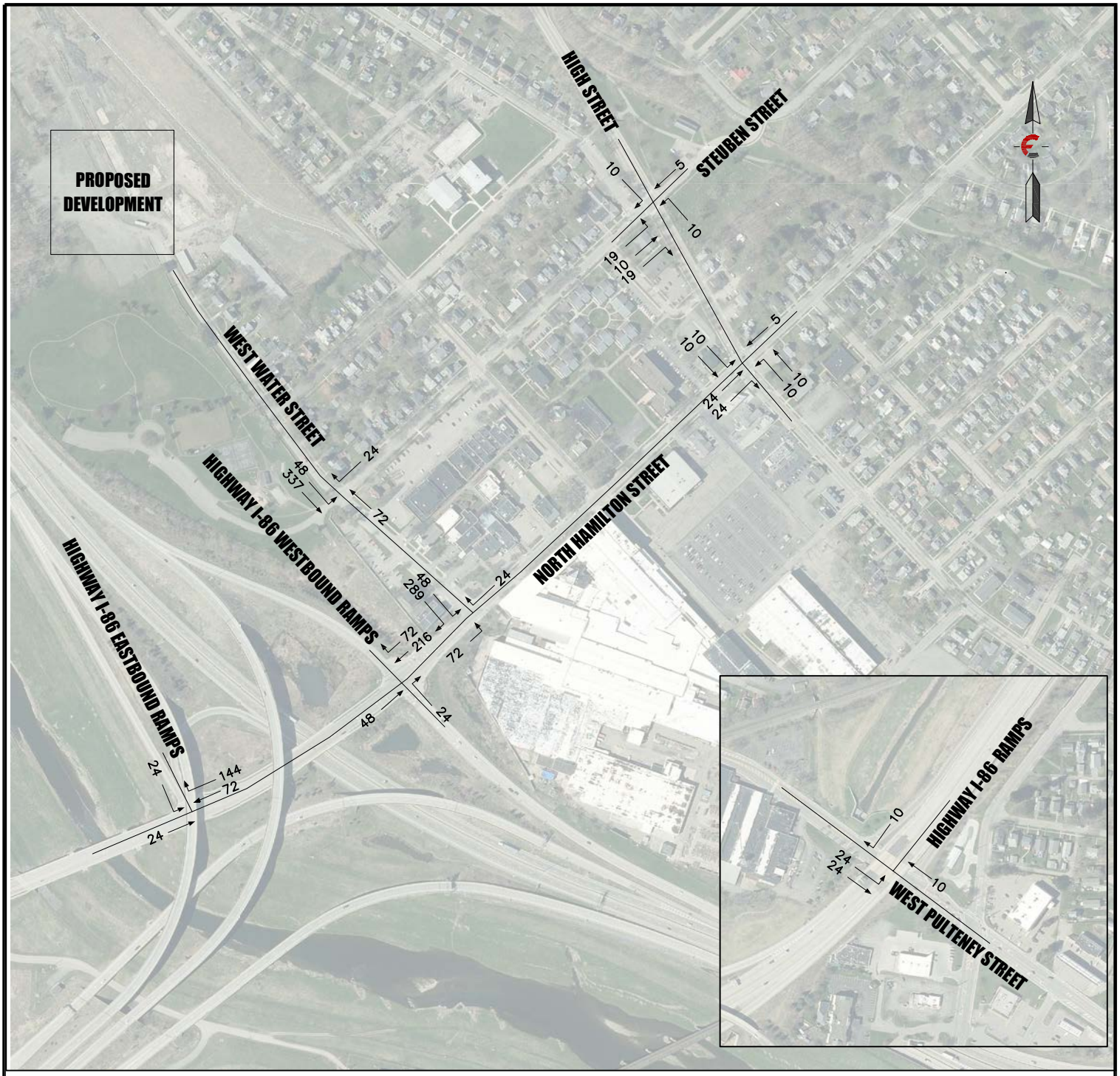

MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (PM)

OVERALL
ENTERING - 20%
EXITING - 80%

0 500' 1000'

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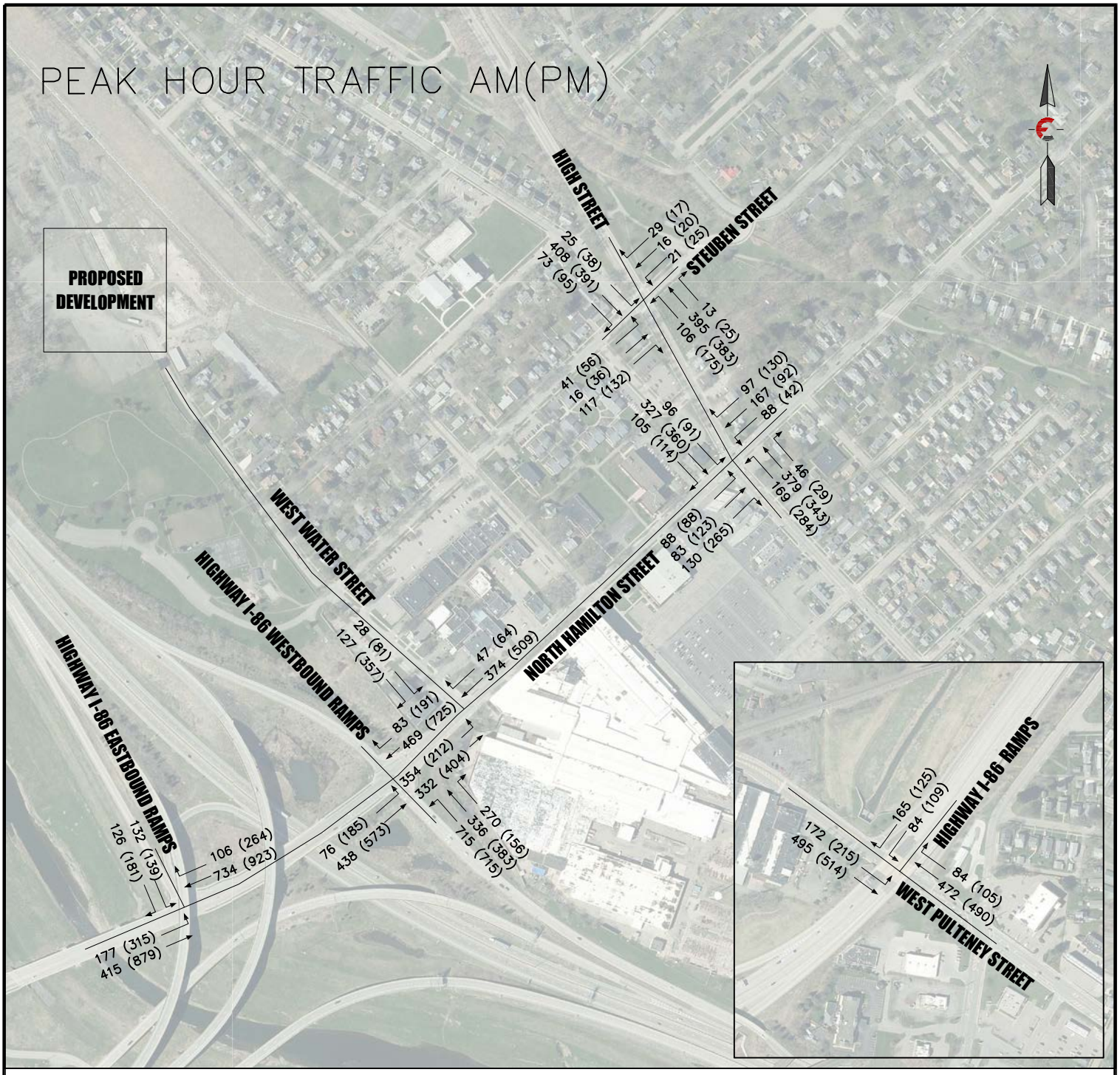

ALTERNATIVE OF CHOICE (2030)

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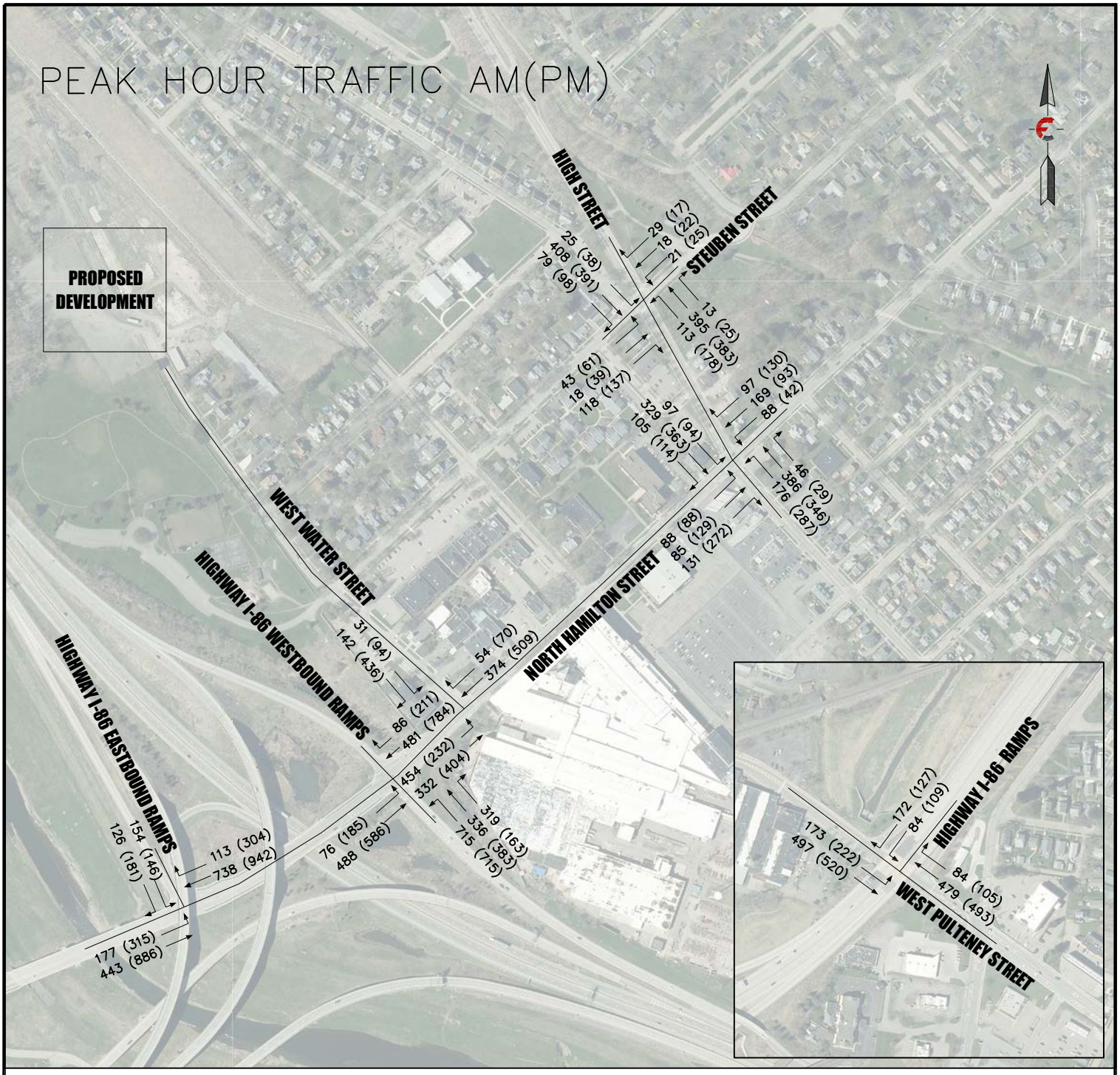

MAXIMUM DEVELOPMENT ALTERNATIVE (2030)

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Drawing Name:	trafficstudy-maxbuild-2030.dwg

IX. Level of Service (LOS) Requirements

The tables below provide a summary of overall intersection LOS estimates. A review of the intersection LOS and delay between the no-build and build scenarios for the existing and future conditions suggests the following:

- The only decrease in LOS over any intersection between the 2030 Background Condition and the developed Alternatives would be from a level A (free flow) to a level B (stable flow with unaffected speed).

AM Intersection LOS				
	Existing Condition (2025)	**Background Condition (2030)**	**Alternative of Choice (2030)**	**Maximum Development Alternative (2030)**
I-86 Exit 44/S. Hamilton	A	A	B	B
I-86 Exit 44/N. Hamilton	C	C	C	C
N. Hamilton/W. Water	A	A	A	B
High St./Steuben St. (ICU)	A	A	A	B
High St./N. Hamilton	B	B	B	B
Pulteney/Exit 45 Off-Ramp	B	B	B	B
Pulteney/Exit 45 On-Ramp	A	A	B	B

PM Intersection LOS				
	Existing Condition (2025)	**Background Condition (2030)**	**Alternative of Choice (2030)**	**Maximum Development Alternative (2030)**
I-86 Exit 44/S. Hamilton	B	C	C	C
I-86 Exit 44/N. Hamilton	C	C	C	C
N. Hamilton/W. Water	A	A	B	B
High St./Steuben St. (ICU)	B	B	B	B
High St./N. Hamilton	C	C	C	C
Pulteney/Exit 45 Off-Ramp	B	B	B	B
Pulteney/Exit 45 On-Ramp	A	B	B	B

X. Intersection and Queue Length Analysis

Appendix B provides a summary table and reports produced through Synchro 12 depicting the LOS of each intersection and turns as well as the queue analysis and how it changes with each development scenario and traffic growth rate.

Issues were noted as follows:

- The intersection of S. Hamilton Street & Highway I-86 EB Ramps is showing a drop from an LOS of D to F for the EB Hamilton left turn approach during PM conditions due to the lack of a protected left turn phase. Although the LOS worsens with the development scenarios, the existing 2030 condition demonstrates unstable flow with considerable delay with no development in place. The queue analysis also indicates an exceedance of the storage capacity with the 95th percentile volume due to the left turn queueing.
- The intersection of N. Hamilton Street & Highway I-86 WB Ramps is showing a drop in LOS for the Exit 44 NB left turn between the no build and build conditions. Similarly, the left turn also indicates storage capacity exceedance due to queueing.
- The 2030 maximum development alternative indicates an exceedance in storage capacity for two turns at the intersection of N. Hamilton and W. Water Street when analyzing the 95th percentile queue volumes. This is seen in the N. Hamilton Street north bound left turn in the AM conditions (119 feet) and the W. Water Street east bound right turn in the PM conditions (135 feet).

XI. Suggested Mitigation

It is recommended that the NYSDOT should:

- Evaluate a protected left turn phase at the intersection of S. Hamilton Street & Highway I-86 EB Ramps. There is a significant quantity of left turning traffic accumulated during the PM peak hour.
- Extend the left turn signal duration for the I-86 WB off-ramp. An evaluation of the Exit 44 NB left turn timing demonstrates an improvement in lane LOS when the signal is extended from the current 30-second interval to 45-seconds for both the No Build and Build Alternatives.
- The queue 95th percentile volume exceeding the storage capacity at the intersection of N. Hamilton and W. Water Street in the maximum development condition can be eliminated by extending the signal timing the N. Hamilton Street protected left turn from 10-seconds to 15-seconds. As well as extending the signal timing for W. Water Street from 15-seconds to 20-seconds.

XII. Conclusions

The purpose of this Traffic Impact Study (TIS) is to analyze potential impacts of the new traffic generated by the West Water Street Redevelopment Project in the Village of Painted Post, New York.

Through this DGEIS, three alternatives have been proposed; a No Build alternative, a 249,000 SF Alternative of Choice and a 352,800 SF Maximum Development Alternative. Parking for the proposed facilities will vary with 452 automobile parking spaces and 11 tractor trailer loading spaces proposed for the Alternative of Choice. There are 555 automobile parking spaces and 16 tractor trailer loading spaces proposed for the Maximum Development Alternative.

The completed TIS has determined:

- The TIS was performed in accordance with ITE industry standards. The following is a list of intersections that were evaluated:
    - S. Hamilton Street & Highway I-86 EB Ramps
    - N. Hamilton Street & Highway I-86 WB Ramps
    - N. Hamilton Street & W. Water Street
    - N. Hamilton Street & High Street
    - Steuben Street & High Street
    - Highway I-86 Ramps & W. Pulteney Street
- Site access would occur via West Water Street, the street terminates at the site entrance.
- The Alternative of Choice option would generate the following additional trip ends:

	AM Peak Hour	PM Peak Hour
Average Trip Ends	350	349
Entering	294	80
Exiting	56	269

- The Maximum Development Alternative option would generate the following additional trip ends:

	AM Peak Hour	PM Peak Hour
Average Trip Ends	492	481
Entering	413	111
Exiting	79	371

- New traffic associated with the proposed development would not cause a significant impact on level-of-service for any of the intersections analyzed during the study.
- Proposed lane modifications:
    - A protected left turn should be considered for the S. Hamilton Street & Highway I-86 EB Ramps intersection in the EB direction along S. Hamilton Street due to existing traffic restrictions.

- Extending the left turn signal duration for the I-86 WB off-ramp. This will improve the overall lane LOS for both the No Build and Build Alternatives.
- Extending the protected left turn duration on N. Hamilton Street north bound as well as the W. Water Street signal duration.

APPENDIX A

FIGURES AND TRIP GENERATION

Alt of Choice

Square Footage 249000

	AM	PM
Average Trip Ends	350	349
Entering	294	80
Exiting	56	269

Business Park AM

Ln(T) = 0.98 Ln(X) + 0.45
X = 1000 SF Gross Floor Area
T = Average Vehicle Trip Ends

Directional Distribution

Entering	84%
Exiting	16%

** Information sourced from ITE 8th Edition Trip Generation Manual*

Maximum Build

Square Footage 352800

	AM	PM
Average Trip Ends	492	481
Entering	413	111
Exiting	79	371

Business Park PM

Ln(T) = 0.92 Ln(X) + 0.78
X = 1000 SF Gross Floor Area
T = Average Vehicle Trip Ends

Directional Distribution

Entering	23%
Exiting	77%

Coopers Plains
Cohocton River
Painted Post
Riverside
Gang Mills
Corning
SOUTHSIDE HISTORIC DISTRICT
Google Earth
Image © 2025 Airbus
N
1 mi

DENSITY TABLE

COMMERCIAL SPACE	249,000 SQ. FT.
VEHICLE PARKING SPACES	452
TRACTOR TRAILER LOADING SPACES	11

ALTERNATIVE OF CHOICE

400' 200' 0

Scale:	1" =200'
Date:	7/31/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	altofchoicelayout.dwg

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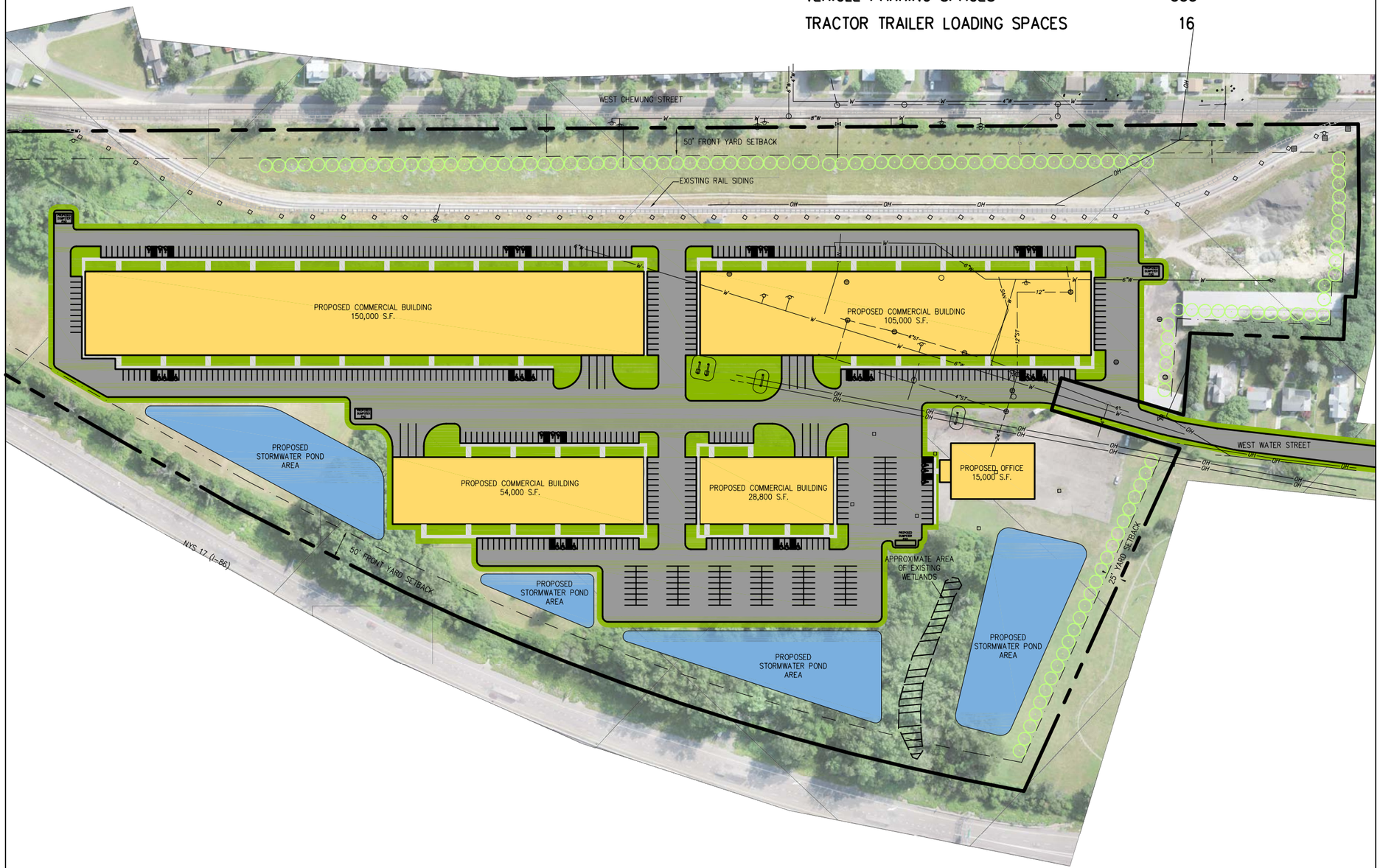
DENSITY TABLE

OFFICE SPACE	15,000 SQ. FT.
COMMERCIAL SPACE	337,800 SQ. FT.
VEHICLE PARKING SPACES	555
TRACTOR TRAILER LOADING SPACES	16



MAXIMUM BUILD ALTERNATIVE

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Drawn By:	MAB
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Drawing Name:	maxbuildlayout.dwg

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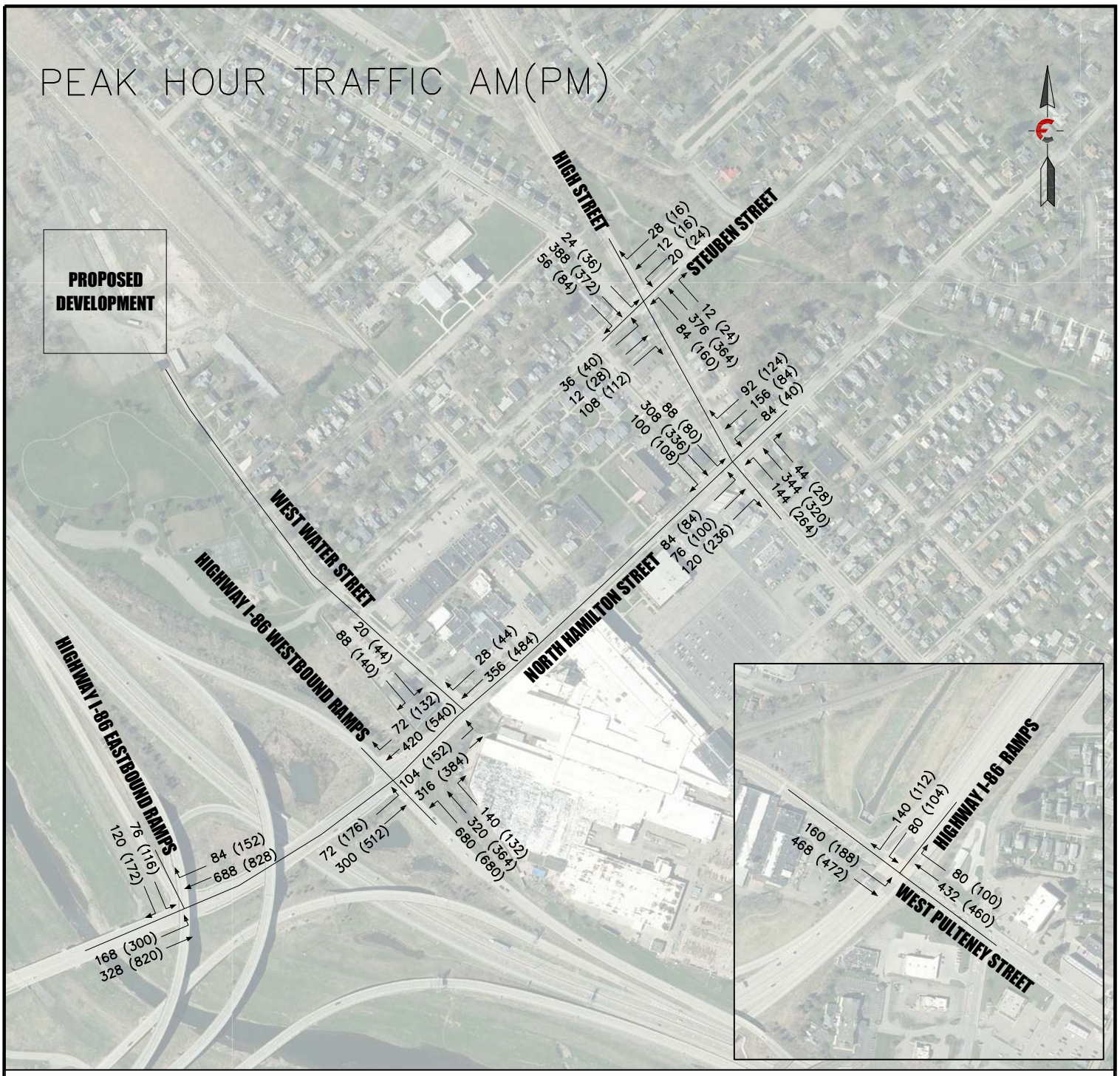

EXISTING TRAFFIC CONDITIONS (2025)

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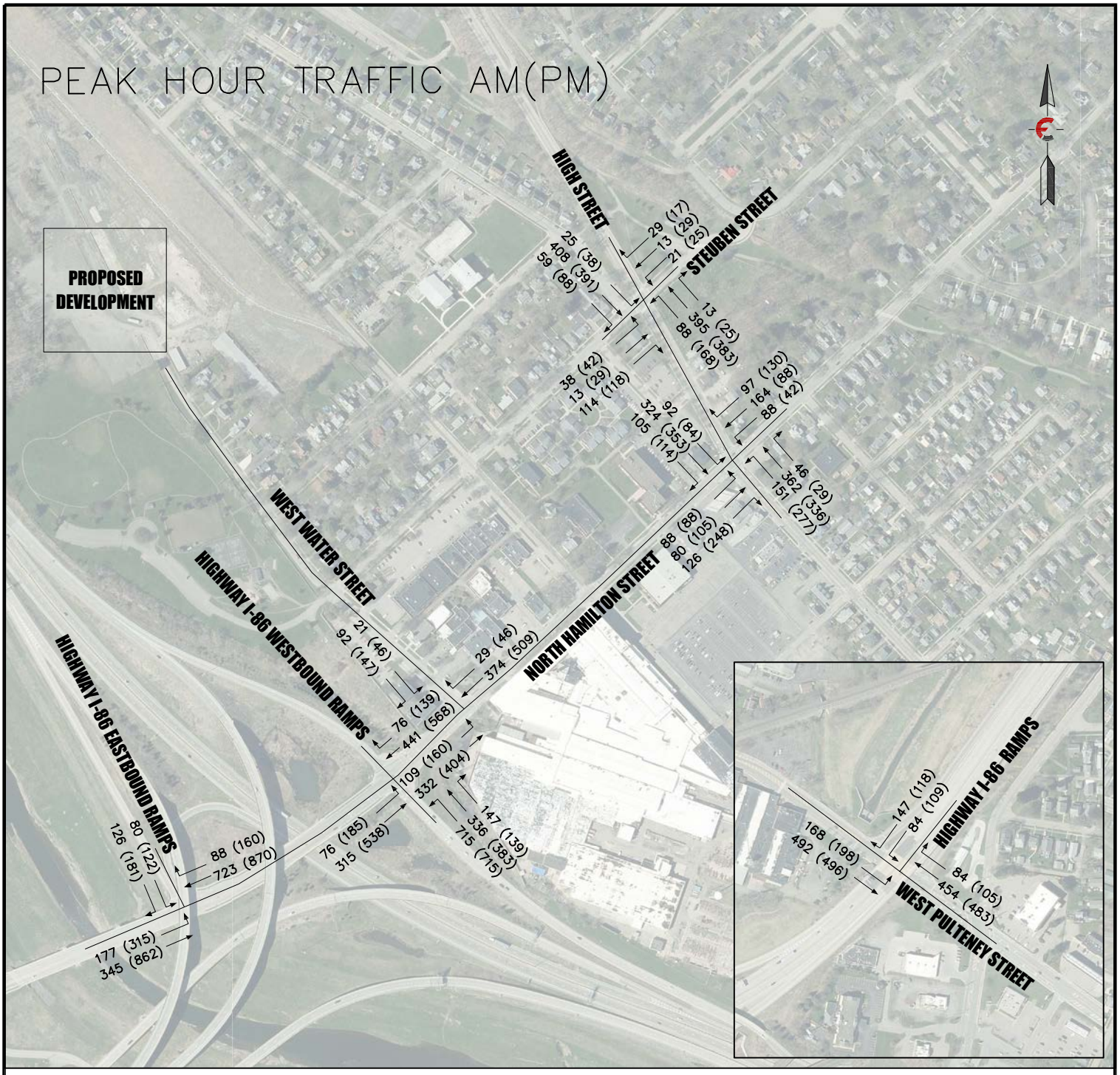

BACKGROUND CONDITION (2030)

0 500' 1000'

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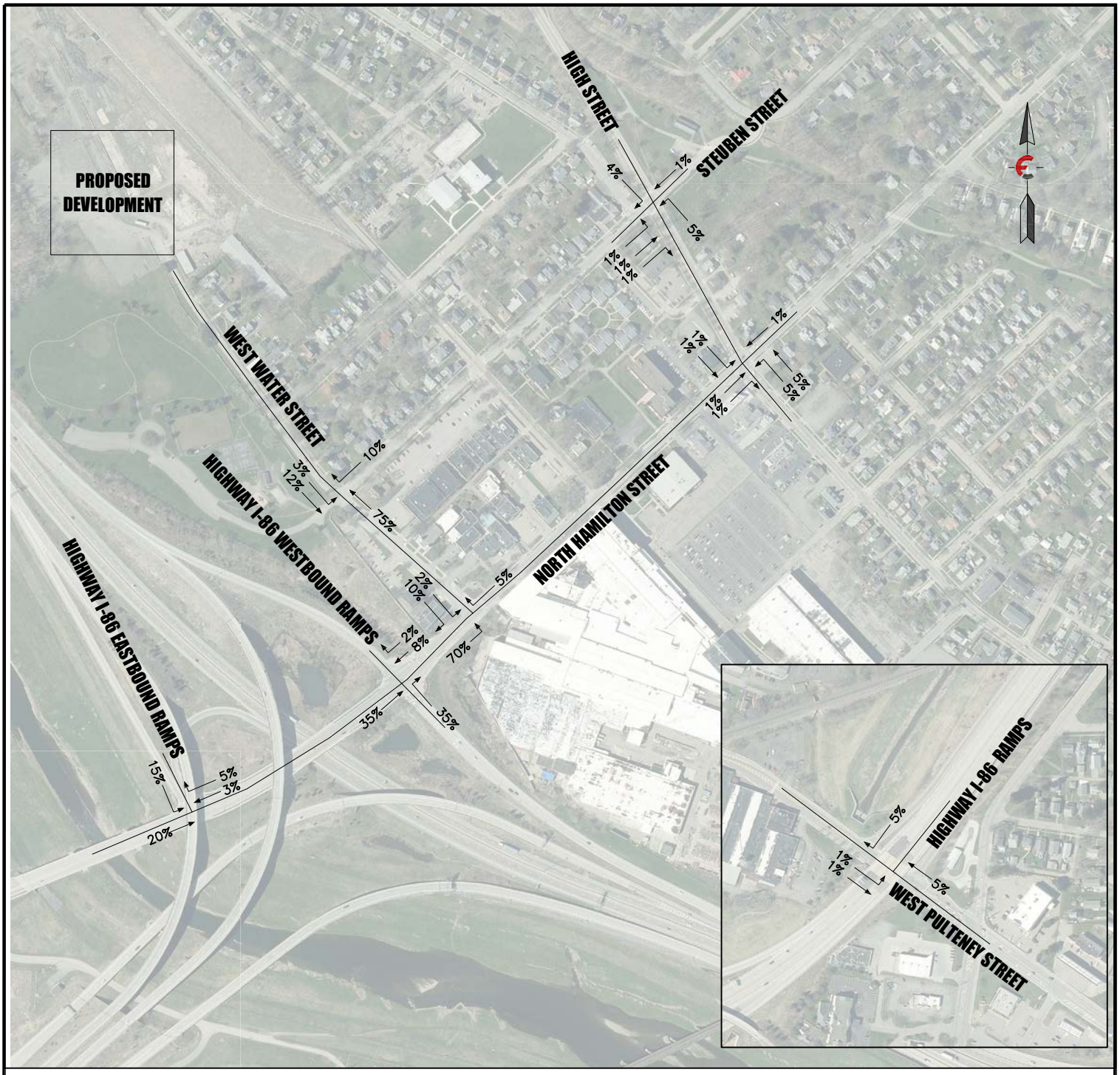

NEW TRIP DISTRIBUTION (AM)

0 500' 1000'

OVERALL
ENTERING - 85%
EXITING - 15%

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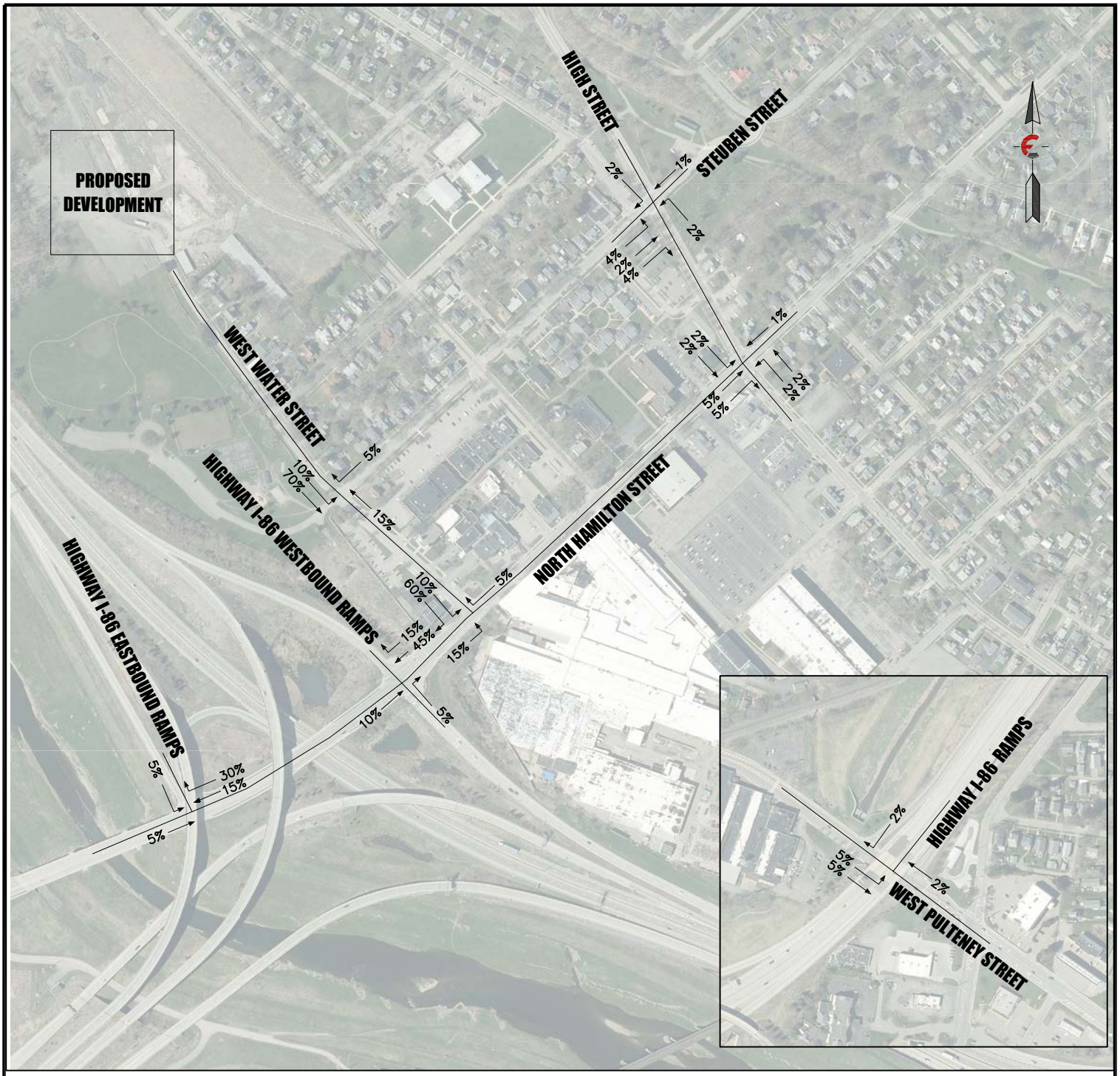

OVERALL
ENTERING - 20%
EXITING - 80%

NEW TRIP DISTRIBUTION (PM)

0 500' 1000'

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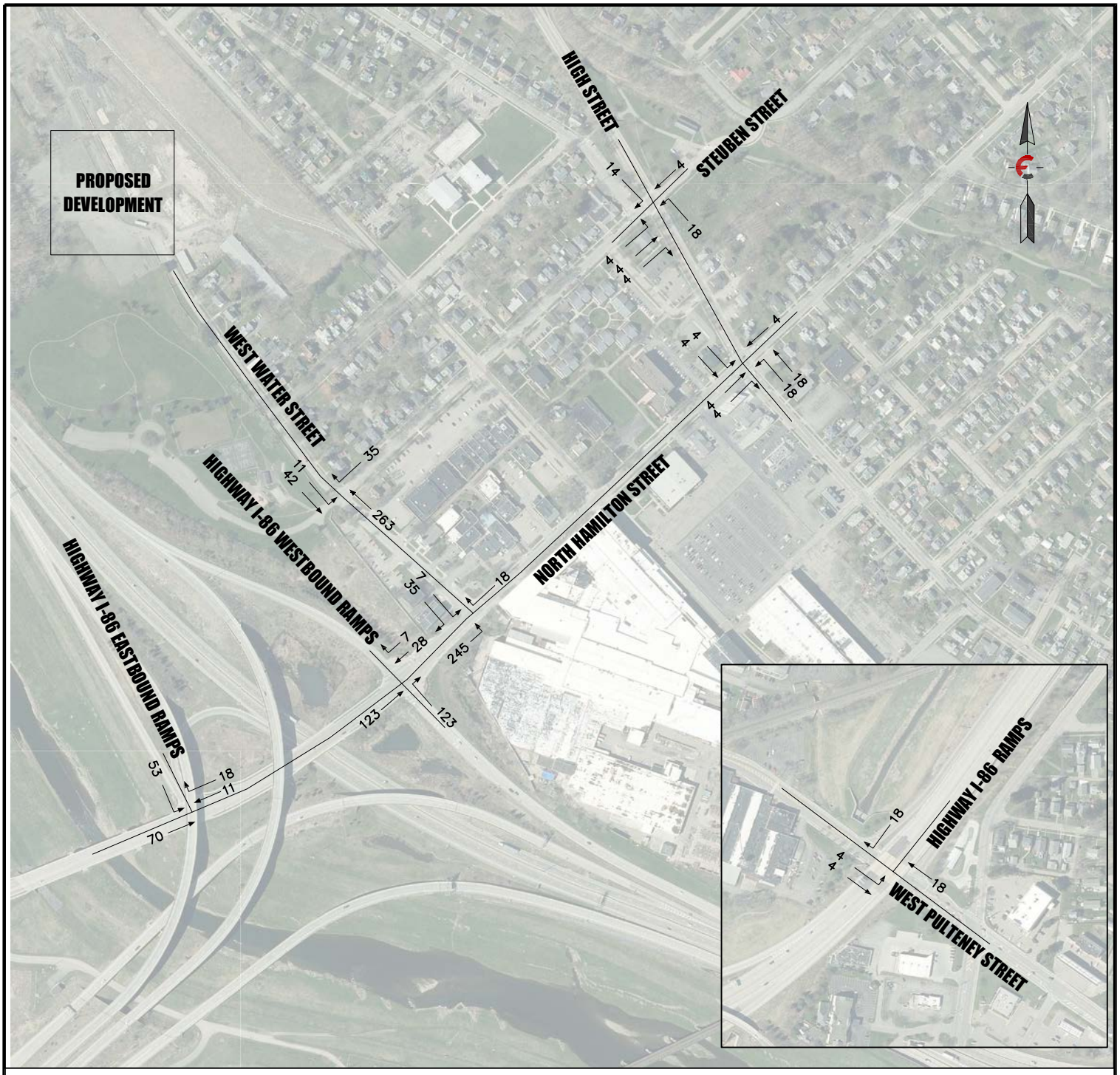

ALTERNATIVE OF CHOICE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%

0 500' 1000'

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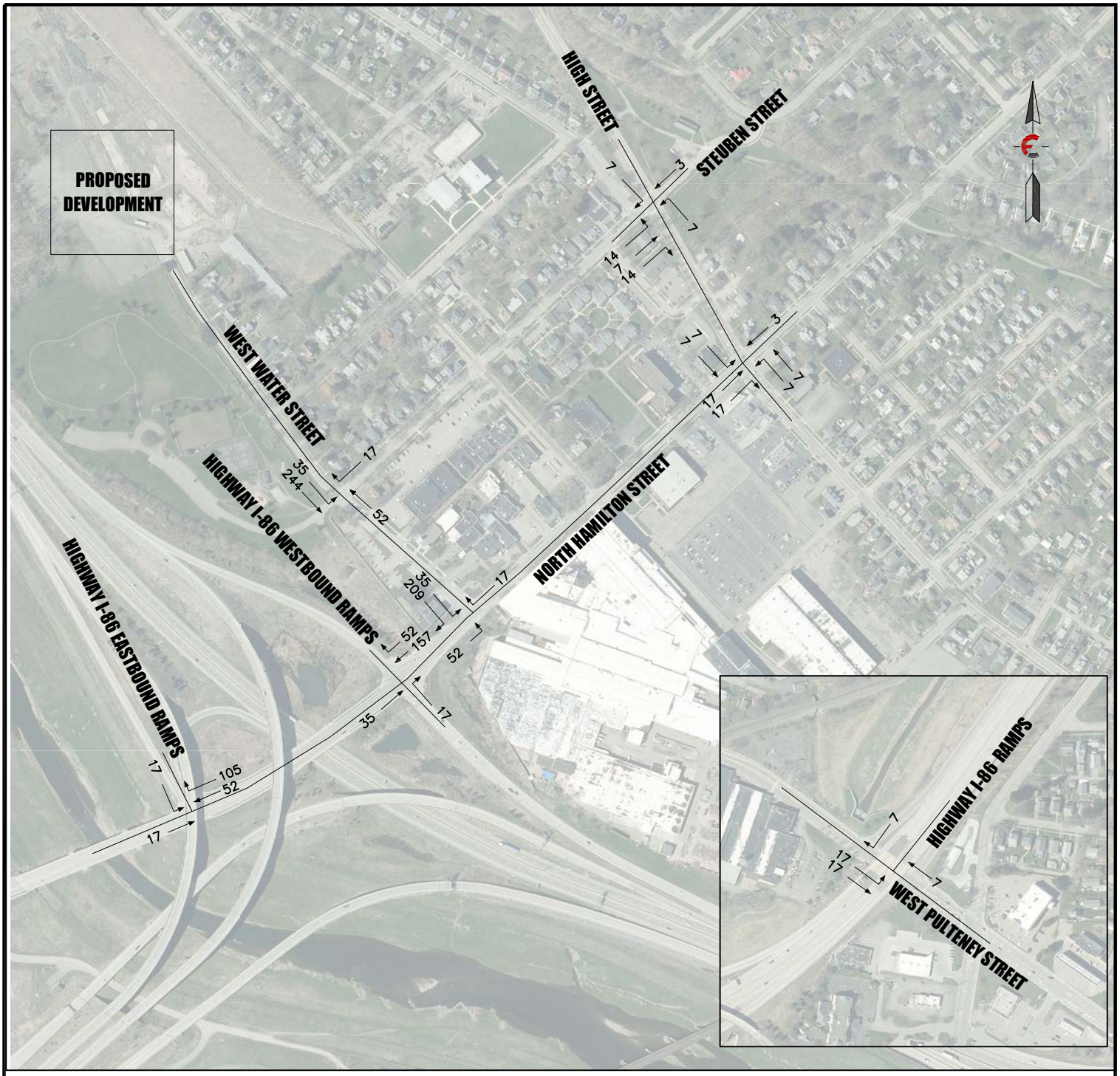
WEST WATER STREET REDEVELOPMENT PROJECT

VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

Scale:	1" = 500'
Date:	7/28/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	trafficstudy-tripgeneration-altofchoice-am.dwg



OVERALL
ENTERING - 20%
EXITING - 80%

ALTERNATIVE OF CHOICE - TRIP GENERATION (PM)

0 500' 1000'

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
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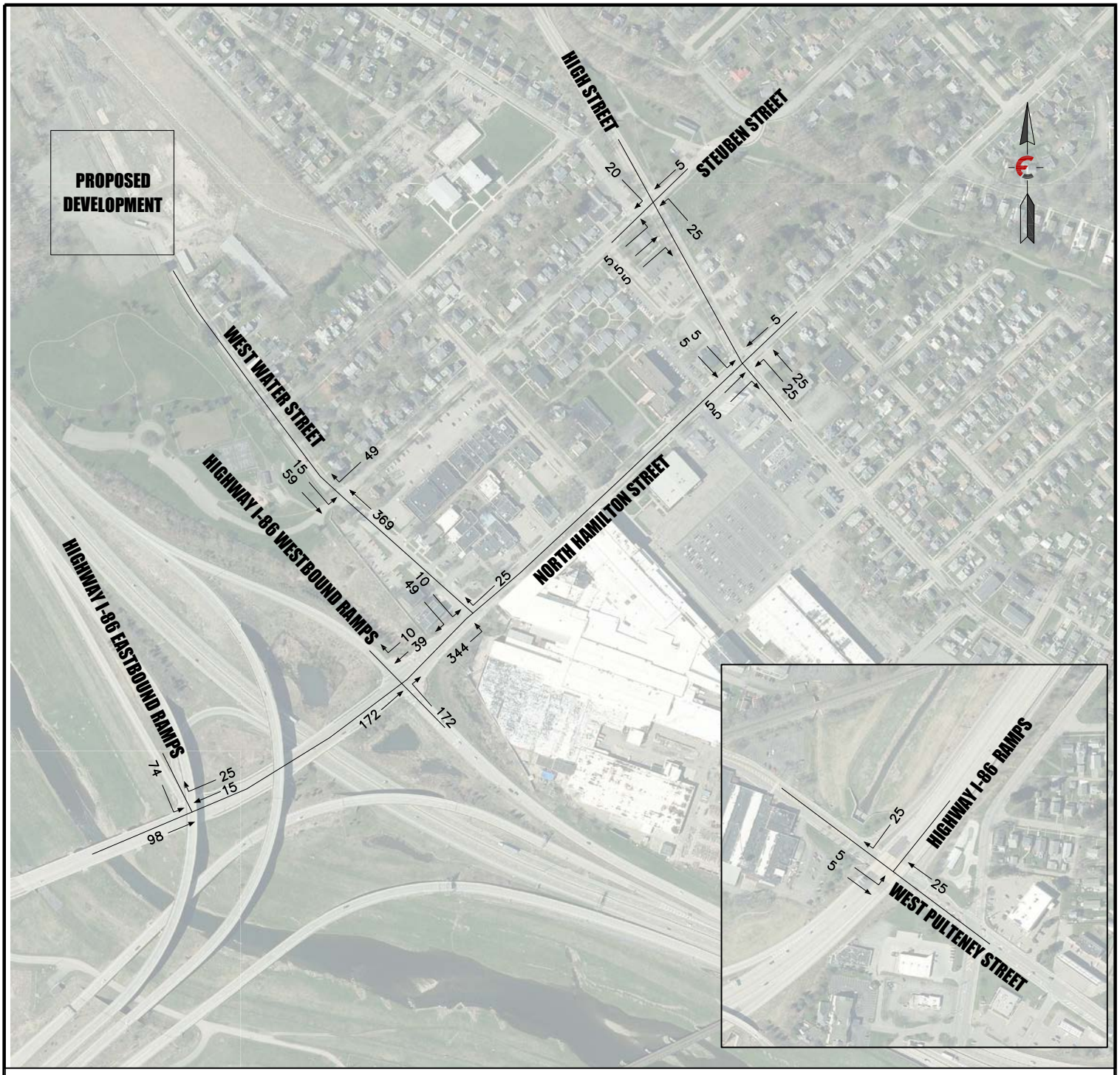

MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%

0 500' 1000'

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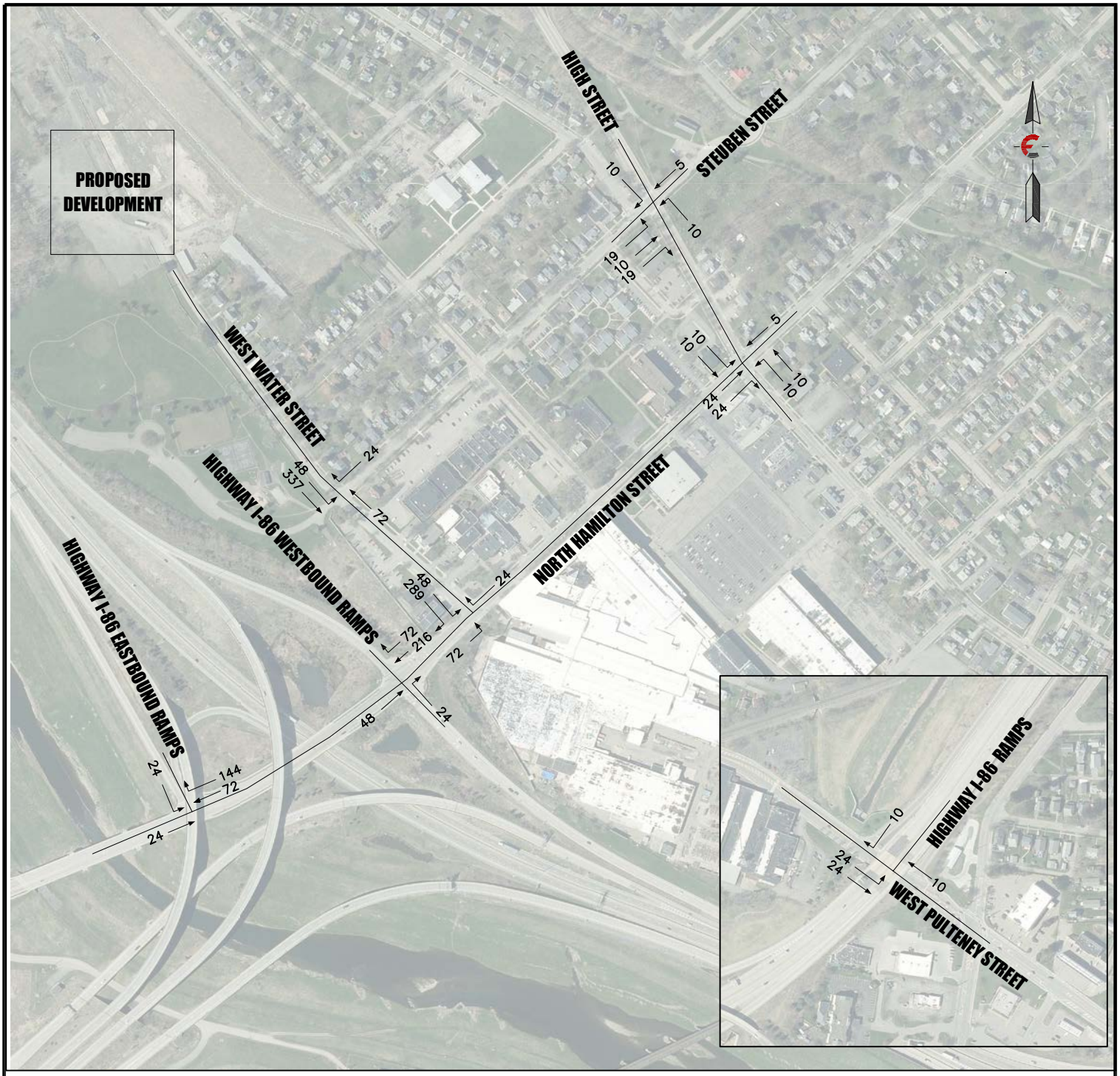

MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (PM)

OVERALL
ENTERING - 20%
EXITING - 80%

0 500' 1000'

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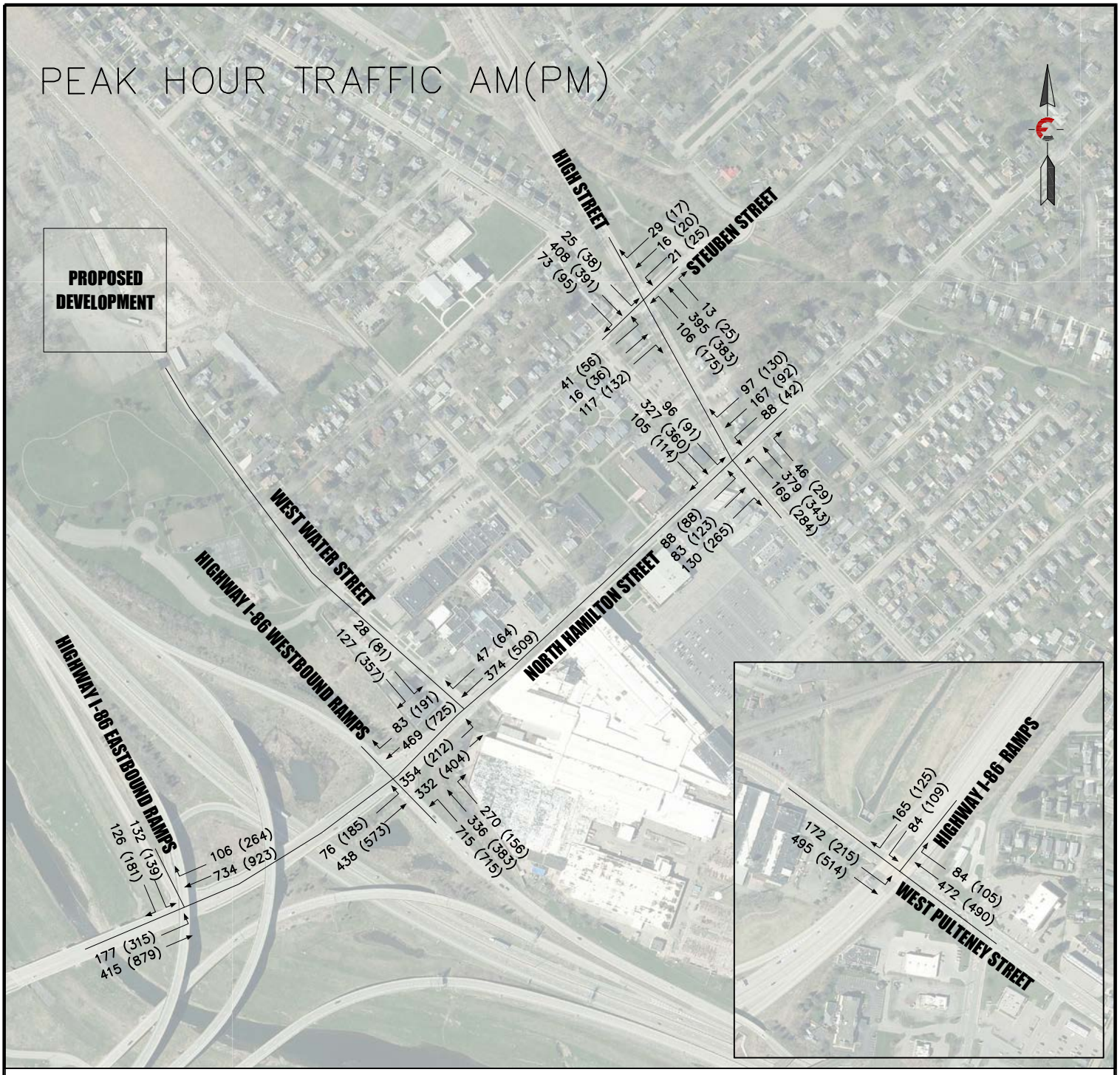

ALTERNATIVE OF CHOICE (2030)

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VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

Scale:	1"=500'
Date:	7/28/2025
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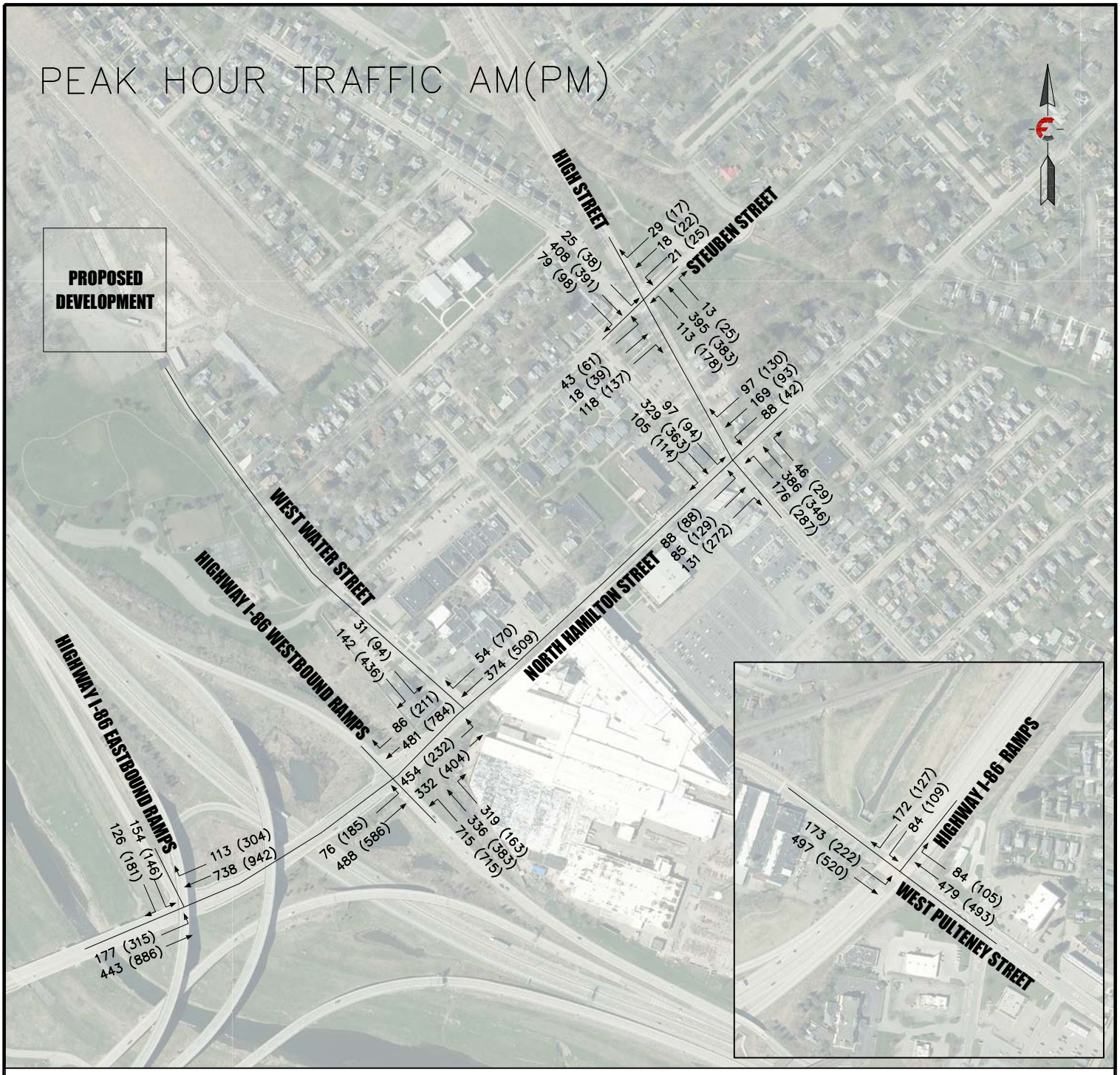
Project No.:	2020.045.001
Drawing Name:	trafficstudy-altofchoice-2030.dwg



MAXIMUM DEVELOPMENT ALTERNATIVE (2030)

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Checked By:	-
Project No.:	2020.045.001
Drawing Name:	trafficstudy-maxbuild-2030.dwg

APPENDIX B

LOS SUMMARY, QUEUE ANALYSIS AND SYNCHRO 12 INTERSECTION REPORTS

AM Intersection LOS				
	Existing Condition (2025)	Background Condition (2030)	Alternative of Choice (2030)	Maximum Development Alternative (2030)
I-86 Exit 44/S. Hamilton	A	A	B	B
I-86 Exit 44/N. Hamilton	C	C	C	C
N. Hamilton/W. Water	A	A	A	B
High St./Steuben St. (ICU)	A	A	A	B
High St./N.Hamilton	B	B	B	B
Pulteney/Exit 45 Off-Ramp	B	B	B	B
Pulteney/Exit 45 On-Ramp	A	A	B	B

PM Intersection LOS				
	Existing Condition (2025)	Background Condition (2030)	Alternative of Choice (2030)	Maximum Development Alternative (2030)
I-86 Exit 44/S. Hamilton	B	C	C	C
I-86 Exit 44/N. Hamilton	C	C	C	C
N. Hamilton/W. Water	A	A	B	B
High St./Steuben St. (ICU)	B	B	B	B
High St./N.Hamilton	C	C	C	C
Pulteney/Exit 45 Off-Ramp	B	B	B	B
Pulteney/Exit 45 On-Ramp	A	B	B	B

AM	Existing Condition (2025)	Background Condition (2030)	Alternative of Choice (2030)	Maximum Development Alternative (2030)
Pulteney/Exit 45 Off-Ramp				
Exit 45 WB Left	B	B	B	B
Exit 45 WB Right	A	A	A	A
Pulteney EB Left				
Pulteney EB Thru	B	B	B	B
Pulteney WB Thru	A	A	A	A
Pulteney WB Right				
Pulteney/Exit 45 On-Ramp				
Exit 45 WB Left				
Exit 45 WB Right				
Pulteney EB Left	A	A	A	A
Pulteney EB Thru	A	A	A	A
Pulteney WB Thru	C	C	C	C
Pulteney WB Right	A	A	A	A
Exit 44/S. Hamilton				
Exit 44 SB Left	B	B	C	C
Exit 44 SB Right				
S. Hamilton EB Left	A	B	B	B
S. Hamilton EB Thru	A	A	A	A
S. Hamilton WB Thru	A	A	A	A
S. Hamilton WB Right	A	A	A	A
Exit 44/N. Hamilton				
Exit 44 NB Left	D	D	E	E
Exit 44 NB Thru	C	D	D	D
Exit 44 NB Right				
N. Hamilton EB Left	A	A	A	A
N. Hamilton EB Thru	B	B	B	B
N. Hamilton WB Thru	B	B	B	B
N. Hamilton WB Right	A	A	A	A
N. Hamilton/W. Water				
N. Hamilton NB Left	A	A	A	B
N. Hamilton NB Thru	A	A	A	A
N. Hamilton SB Thru	A	A	A	A
N. Hamilton SB Right				
W. Water EB Left	C	C	C	C
W Water EB Right	A	B	B	B
High St./N.Hamilton				
High St NB Left	A	A	A	A
High St NB Thru	A	A	A	A
High St NB Right				
High St SB Left	B	B	B	B
High St SB Thru	B	B	B	B
High St SB Right				
N. Hamilton EB Left	D	D	D	D
N. Hamilton EB Thru	C	C	C	C
N. Hamilton EB Right				
N. Hamilton WB Left	C	D	D	D
N. Hamilton WB Thru	D	D	D	D
N. Hamilton WB Right				

PM	Existing Condition (2025)	Background Condition (2030)	Alternative of Choice (2030)	Maximum Development Alternative (2030)
Pulteney/Exit 45 Off-Ramp				
Exit 45 WB Left	B	B	B	B
Exit 45 WB Right	A	A	A	A
Pulteney EB Left				
Pulteney EB Thru	B	B	B	B
Pulteney WB Thru	A	A	A	A
Pulteney WB Right				
Pulteney/Exit 45 On-Ramp				
Exit 45 WB Left				
Exit 45 WB Right				
Pulteney EB Left	A	A	A	A
Pulteney EB Thru	A	A	A	A
Pulteney WB Thru	C	C	C	C
Pulteney WB Right	A	A	A	A
Exit 44/S. Hamilton				
Exit 44 SB Left	C	C	C	C
Exit 44 SB Right				
S. Hamilton EB Left	D	E	F	F
S. Hamilton EB Thru	B	C	C	C
S. Hamilton WB Thru	A	A	B	B
S. Hamilton WB Right	A	A	A	A
Exit 44/N. Hamilton				
Exit 44 NB Left	D	E	E	E
Exit 44 NB Thru	D	D	D	D
Exit 44 NB Right				
N. Hamilton EB Left	B	B	B	B
N. Hamilton EB Thru	B	B	B	B
N. Hamilton WB Thru	C	C	C	C
N. Hamilton WB Right	A	A	A	A
N. Hamilton/W. Water				
N. Hamilton NB Left	A	A	A	A
N. Hamilton NB Thru	A	A	A	A
N. Hamilton SB Thru	A	A	B	B
N. Hamilton SB Right				
W. Water EB Left	C	C	C	C
W Water EB Right	B	B	B	B
High St./N.Hamilton				
High St NB Left	A	B	B	B
High St NB Thru	A	A	A	A
High St NB Right				
High St SB Left	B	B	C	C
High St SB Thru	C	C	C	C
High St SB Right				
N. Hamilton EB Left	D	D	C	C
N. Hamilton EB Thru	C	D	D	D
N. Hamilton EB Right				
N. Hamilton WB Left	D	D	D	D
N. Hamilton WB Thru	C	C	C	C
N. Hamilton WB Right				

AM	Existing Condition (2025)	Background Condition (2030)	Alternative of Choice (2030)	Maximum Development Alternative (2030)
Pulteney/Exit 45 Off-Ramp				
Exit 45 WB Left	43	46	46	46
Exit 45 WB Right	29	30	32	33
Pulteney EB Left				
Pulteney EB Thru	122	126	125	125
Pulteney WB Thru	21	22	21	21
Pulteney WB Right				
Pulteney/Exit 45 On-Ramp				
Exit 45 WB Left				
Exit 45 WB Right				
Pulteney EB Left	24	27	31	32
Pulteney EB Thru	0	0	0	0
Pulteney WB Thru	190	199	208	212
Pulteney WB Right	20	20	20	20
Exit 44/S. Hamilton				
Exit 44 SB Left	73	81	124	141
Exit 44 SB Right				
S. Hamilton EB Left	72	81	97	104
S. Hamilton EB Thru	96	106	155	121
S. Hamilton WB Thru	89	98	120	128
S. Hamilton WB Right	14	15	19	21
Exit 44/N. Hamilton				
Exit 44 NB Left	361	387	445	474
Exit 44 NB Thru	280	305	340	343
Exit 44 NB Right				
N. Hamilton EB Left	34	36	36	36
N. Hamilton EB Thru	121	128	186	214
N. Hamilton WB Thru	114	120	128	131
N. Hamilton WB Right	1	3	6	7
N. Hamilton/W. Water				
N. Hamilton NB Left	22	24	76	119
N. Hamilton NB Thru	59	66	67	67
N. Hamilton SB Thru	129	141	148	151
N. Hamilton SB Right				
W. Water EB Left	26	27	32	35
W Water EB Right	30	37	43	46
High St./N.Hamilton				
High St NB Left	53	57	66	69
High St NB Thru	136	150	165	170
High St NB Right				
High St SB Left	59	63	69	70
High St SB Thru	229	252	266	270
High St SB Right				
N. Hamilton EB Left	85	90	92	92
N. Hamilton EB Thru	121	128	134	138
N. Hamilton EB Right				
N. Hamilton WB Left	80	84	86	86
N. Hamilton WB Thru	181	192	196	198
N. Hamilton WB Right				
Notes:				

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

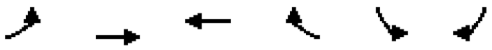
All units are in feet

PM	Existing Condition (2025)	Background Condition (2030)	Alternative of Choice (2030)	Maximum Development Alternative (2030)
Pulteney/Exit 45 Off-Ramp				
Exit 45 WB Left	55	58	58	58
Exit 45 WB Right	27	28	28	29
Pulteney EB Left				
Pulteney EB Thru	125	131	138	141
Pulteney WB Thru	22	21	21	22
Pulteney WB Right				
Pulteney/Exit 45 On-Ramp				
Exit 45 WB Left				
Exit 45 WB Right				
Pulteney EB Left	33	40	50	54
Pulteney EB Thru	0	0	0	0
Pulteney WB Thru	201	214	218	220
Pulteney WB Right	22	22	22	22
Exit 44/S. Hamilton				
Exit 44 SB Left	140	153	168	173
Exit 44 SB Right				
S. Hamilton EB Left	270	303	322	329
S. Hamilton EB Thru	510	568	604	620
S. Hamilton WB Thru	147	164	186	195
S. Hamilton WB Right	24	25	34	39
Exit 44/N. Hamilton				
Exit 44 NB Left	380	407	407	417
Exit 44 NB Thru	296	321	331	330
Exit 44 NB Right				
N. Hamilton EB Left	73	76	76	76
N. Hamilton EB Thru	227	243	264	273
N. Hamilton WB Thru	147	156	204	224
N. Hamilton WB Right	29	32	40	43
N. Hamilton/W. Water				
N. Hamilton NB Left	33	34	45	49
N. Hamilton NB Thru	79	84	84	84
N. Hamilton SB Thru	200	215	224	227
N. Hamilton SB Right				
W. Water EB Left	44	46	70	79
W Water EB Right	46	47	71	135
High St./N.Hamilton				
High St NB Left	116	129	140	141
High St NB Thru	150	167	181	183
High St NB Right				
High St SB Left	69	78	88	91
High St SB Thru	331	383	410	416
High St SB Right				
N. Hamilton EB Left	86	93	93	94
N. Hamilton EB Thru	231	253	298	315
N. Hamilton EB Right				
N. Hamilton WB Left	53	58	60	60
N. Hamilton WB Thru	141	153	159	161
N. Hamilton WB Right				

Notes:

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

All units are in feet

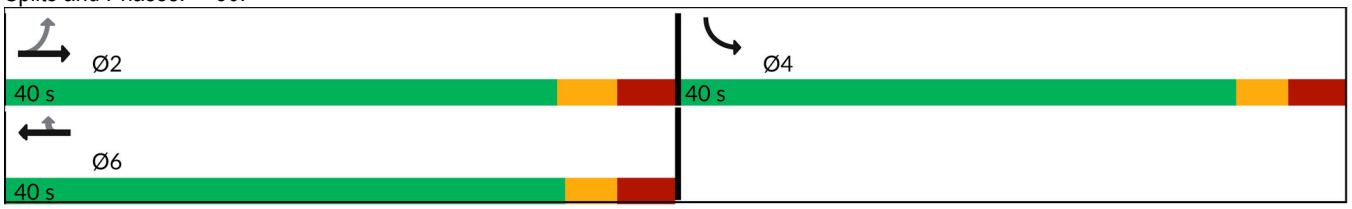


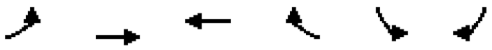
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	168	328	688	84	76	120
Future Volume (vph)	168	328	688	84	76	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.917	
Flt Protected	0.950				0.981	
Satd. Flow (prot)	1770	1863	3539	1583	1676	0
Flt Permitted	0.390				0.981	
Satd. Flow (perm)	726	1863	3539	1583	1676	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84	120	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	168	328	688	84	76	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	328	688	84	196	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	37.8	37.8	38.3	38.3	8.7	
Actuated g/C Ratio	0.63	0.63	0.64	0.64	0.14	
v/c Ratio	0.37	0.28	0.30	0.08	0.57	
Control Delay (s/veh)	9.2	6.3	5.7	1.8	16.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.2	6.3	5.7	1.8	16.4	
LOS	A	A	A	A	B	
Approach Delay (s/veh)		7.3	5.3		16.4	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 60.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 30:



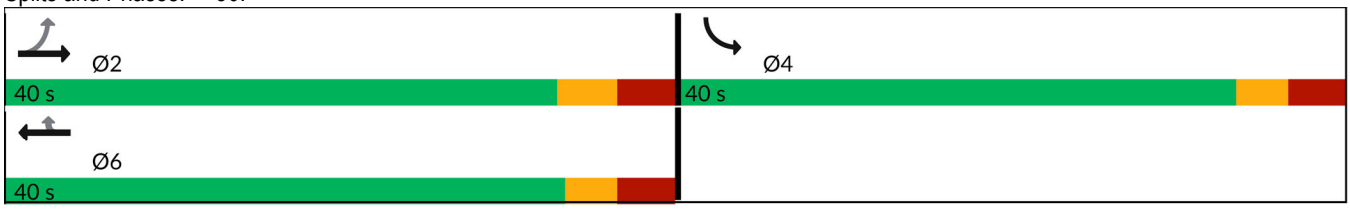


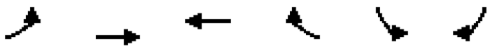
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	300	820	828	152	116	172
Future Volume (vph)	300	820	828	152	116	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.919	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1770	1863	3539	1583	1678	0
Flt Permitted	0.322				0.980	
Satd. Flow (perm)	600	1863	3539	1583	1678	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				152	78	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	300	820	828	152	116	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	820	828	152	288	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	35.2	35.2	35.7	35.7	13.2	
Actuated g/C Ratio	0.57	0.57	0.58	0.58	0.21	
v/c Ratio	0.88	0.78	0.41	0.16	0.69	
Control Delay (s/veh)	45.2	18.7	8.7	2.1	24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	45.2	18.7	8.7	2.1	24.7	
LOS	D	B	A	A	C	
Approach Delay (s/veh)		25.8	7.7		24.7	
Approach LOS		C	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 62			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 30:



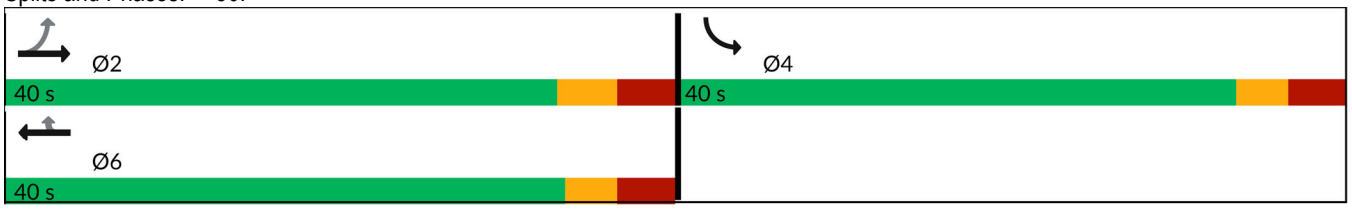


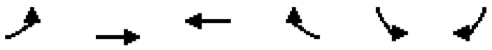
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	177	415	734	106	132	126
Future Volume (vph)	177	415	734	106	132	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.934	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1770	1863	3539	1583	1696	0
Flt Permitted	0.369				0.975	
Satd. Flow (perm)	687	1863	3539	1583	1696	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				106	74	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	177	415	734	106	132	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	415	734	106	258	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	35.8	35.8	36.3	36.3	12.1	
Actuated g/C Ratio	0.58	0.58	0.59	0.59	0.20	
v/c Ratio	0.44	0.38	0.35	0.11	0.66	
Control Delay (s/veh)	13.0	9.0	7.7	2.1	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.0	9.0	7.7	2.1	23.9	
LOS	B	A	A	A	C	
Approach Delay (s/veh)		10.2	7.0		23.9	
Approach LOS		B	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 61.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 30:



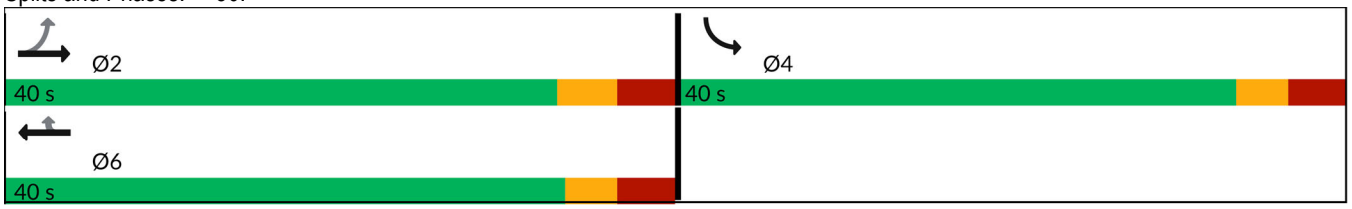


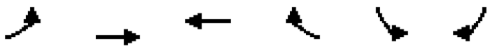
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	315	879	923	264	139	181
Future Volume (vph)	315	879	923	264	139	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.924	
Flt Protected	0.950				0.979	
Satd. Flow (prot)	1770	1863	3539	1583	1685	0
Flt Permitted	0.274				0.979	
Satd. Flow (perm)	510	1863	3539	1583	1685	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				261	57	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	315	879	923	264	139	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	879	923	264	320	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template						
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	34.8	34.8	35.3	35.3	15.3	
Actuated g/C Ratio	0.55	0.55	0.56	0.56	0.24	
v/c Ratio	1.13	0.86	0.47	0.27	0.71	
Control Delay (s/veh)	116.7	25.6	10.4	2.3	27.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	116.7	25.6	10.4	2.3	27.3	
LOS	F	C	B	A	C	
Approach Delay (s/veh)		49.6	8.6		27.3	
Approach LOS		D	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 28.9		Intersection LOS: C	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 30:



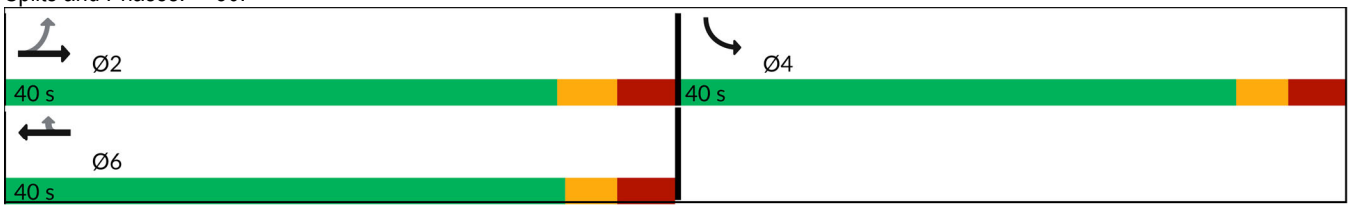


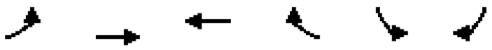
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	177	345	723	88	80	126
Future Volume (vph)	177	345	723	88	80	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.917	
Flt Protected	0.950				0.981	
Satd. Flow (prot)	1770	1863	3539	1583	1676	0
Flt Permitted	0.377				0.981	
Satd. Flow (perm)	702	1863	3539	1583	1676	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				88	111	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	177	345	723	88	80	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	345	723	88	206	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	37.7	37.7	38.2	38.2	9.3	
Actuated g/C Ratio	0.62	0.62	0.63	0.63	0.15	
v/c Ratio	0.41	0.30	0.32	0.09	0.59	
Control Delay (s/veh)	10.3	6.8	6.1	1.9	18.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	10.3	6.8	6.1	1.9	18.0	
LOS	B	A	A	A	B	
Approach Delay (s/veh)		8.0	5.7		18.0	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 60.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 8.1		Intersection LOS: A	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 30:



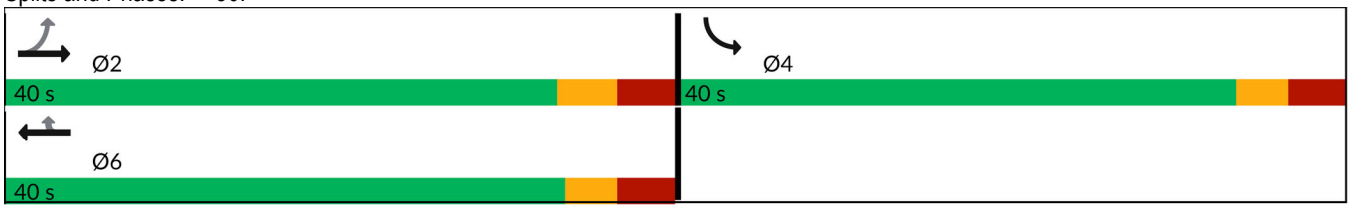


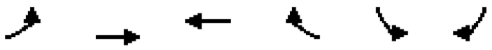
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	315	862	870	160	122	181
Future Volume (vph)	315	862	870	160	122	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.919	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1770	1863	3539	1583	1678	0
Flt Permitted	0.300				0.980	
Satd. Flow (perm)	559	1863	3539	1583	1678	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				160	68	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	315	862	870	160	122	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	862	870	160	303	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	35.0	35.0	35.5	35.5	14.2	
Actuated g/C Ratio	0.56	0.56	0.57	0.57	0.23	
v/c Ratio	1.01	0.83	0.43	0.17	0.70	
Control Delay (s/veh)	75.8	22.4	9.5	2.2	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	75.8	22.4	9.5	2.2	26.0	
LOS	E	C	A	A	C	
Approach Delay (s/veh)		36.7	8.3		26.0	
Approach LOS		D	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 62.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 23.8		Intersection LOS: C	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 30:



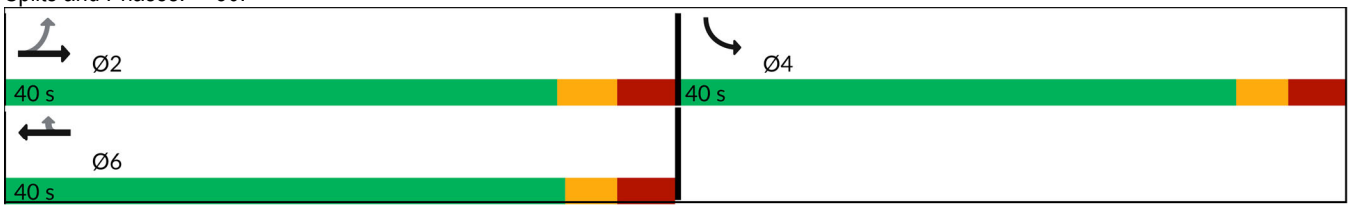


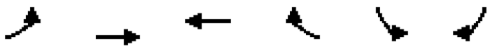
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	177	315	738	113	154	126
Future Volume (vph)	177	315	738	113	154	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.939	
Flt Protected	0.950				0.973	
Satd. Flow (prot)	1770	1863	3539	1583	1702	0
Flt Permitted	0.364				0.973	
Satd. Flow (perm)	678	1863	3539	1583	1702	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				113	63	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	177	315	738	113	154	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	315	738	113	280	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	35.3	35.3	35.8	35.8	13.3	
Actuated g/C Ratio	0.57	0.57	0.58	0.58	0.21	
v/c Ratio	0.46	0.30	0.36	0.12	0.68	
Control Delay (s/veh)	14.3	8.9	8.4	2.3	25.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.3	8.9	8.4	2.3	25.5	
LOS	B	A	A	A	C	
Approach Delay (s/veh)		10.8	7.6		25.5	
Approach LOS		B	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 62.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 11.7		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 30:



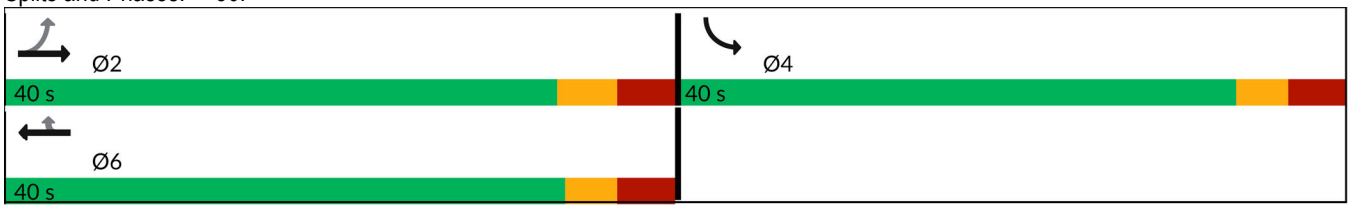


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	315	886	942	304	146	181
Future Volume (vph)	315	886	942	304	146	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415			130	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850	0.925	
Flt Protected	0.950				0.978	
Satd. Flow (prot)	1770	1863	3539	1583	1685	0
Flt Permitted	0.265				0.978	
Satd. Flow (perm)	494	1863	3539	1583	1685	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				294	53	
Link Speed (mph)		35	35		35	
Link Distance (ft)		572	399		208	
Travel Time (s)		11.1	7.8		4.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	315	886	942	304	146	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	886	942	304	327	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	0	0	0	0	1	
Detector Template					Left	
Leading Detector (ft)	0	0	0	0	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)					0	
Detector 1 Size(ft)					50	
Detector 1 Type					Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)					0.0	
Detector 1 Queue (s)					0.0	
Detector 1 Delay (s)					0.0	
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	1.0	1.0	1.0	1.0	6.0	
Minimum Split (s)	25.0	25.0	41.5	41.5	24.5	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	28.0	28.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	34.7	34.7	35.2	35.2	15.7	
Actuated g/C Ratio	0.54	0.54	0.55	0.55	0.25	
v/c Ratio	1.18	0.88	0.48	0.30	0.72	
Control Delay (s/veh)	134.9	27.2	10.7	2.4	27.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	134.9	27.2	10.7	2.4	27.8	
LOS	F	C	B	A	C	
Approach Delay (s/veh)		55.4	8.7		27.8	
Approach LOS		E	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay (s/veh): 31.2		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 30:



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	168	328	688	84	196
v/c Ratio	0.37	0.28	0.30	0.08	0.57
Control Delay (s/veh)	9.2	6.3	5.7	1.8	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.2	6.3	5.7	1.8	16.4
Queue Length 50th (ft)	24	43	46	0	23
Queue Length 95th (ft)	72	96	89	14	73
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	456	1172	2256	1040	992
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.28	0.30	0.08	0.20

Intersection Summary
Description: I-86 EB Ramps and S. Hamilton St.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	300	820	828	152	288
v/c Ratio	0.88	0.78	0.41	0.16	0.69
Control Delay (s/veh)	45.2	18.7	8.7	2.1	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.2	18.7	8.7	2.1	24.7
Queue Length 50th (ft)	86	210	79	0	70
Queue Length 95th (ft)	#270	#510	147	24	140
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	340	1058	2039	976	945
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	0.88	0.78	0.41	0.16	0.30

Intersection Summary

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

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	177	415	734	106	258
v/c Ratio	0.44	0.38	0.35	0.11	0.66
Control Delay (s/veh)	13.0	9.0	7.7	2.1	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	9.0	7.7	2.1	23.9
Queue Length 50th (ft)	32	72	64	0	60
Queue Length 95th (ft)	97	155	120	19	124
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	400	1085	2091	978	960
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	0.44	0.38	0.35	0.11	0.27

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	315	879	923	264	320
v/c Ratio	1.13	0.86	0.47	0.27	0.71
Control Delay (s/veh)	116.7	25.6	10.4	2.3	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	116.7	25.6	10.4	2.3	27.3
Queue Length 50th (ft)	~145	263	101	1	92
Queue Length 95th (ft)	#322	#604	186	34	168
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	278	1017	1961	993	918
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	1.13	0.86	0.47	0.27	0.35

Intersection Summary

~ 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.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	177	345	723	88	206
v/c Ratio	0.41	0.30	0.32	0.09	0.59
Control Delay (s/veh)	10.3	6.8	6.1	1.9	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.3	6.8	6.1	1.9	18.0
Queue Length 50th (ft)	27	48	52	0	29
Queue Length 95th (ft)	81	106	98	15	81
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	437	1159	2231	1030	982
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	0.41	0.30	0.32	0.09	0.21

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	315	862	870	160	303
v/c Ratio	1.01	0.83	0.43	0.17	0.70
Control Delay (s/veh)	75.8	22.4	9.5	2.2	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.8	22.4	9.5	2.2	26.0
Queue Length 50th (ft)	~112	241	89	0	80
Queue Length 95th (ft)	#303	#568	164	25	153
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	311	1038	2001	964	930
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	1.01	0.83	0.43	0.17	0.33

Intersection Summary

~ 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.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	177	315	738	113	280
v/c Ratio	0.46	0.30	0.36	0.12	0.68
Control Delay (s/veh)	14.3	8.9	8.4	2.3	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	8.9	8.4	2.3	25.5
Queue Length 50th (ft)	34	55	68	0	73
Queue Length 95th (ft)	104	121	128	21	141
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	385	1059	2039	960	947
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.30	0.36	0.12	0.30

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	315	886	942	304	327
v/c Ratio	1.18	0.88	0.48	0.30	0.72
Control Delay (s/veh)	134.9	27.2	10.7	2.4	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	134.9	27.2	10.7	2.4	27.8
Queue Length 50th (ft)	~150	271	106	2	96
Queue Length 95th (ft)	#329	#620	195	39	173
Internal Link Dist (ft)		492	319		128
Turn Bay Length (ft)	415			130	
Base Capacity (vph)	267	1009	1946	1002	911
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	1.18	0.88	0.48	0.30	0.36

Intersection Summary

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

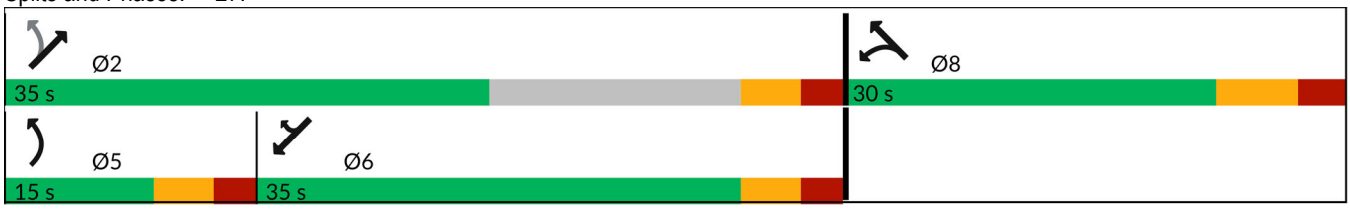
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	680	320	140	72	300	0	0	420	72
Future Volume (vph)	0	0	0	680	320	140	72	300	0	0	420	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.972							0.850
Flt Protected				0.950	0.981		0.950					
Satd. Flow (prot)	0	0	0	1610	3233	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.981		0.412					
Satd. Flow (perm)	0	0	0	1610	3233	0	767	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32							147
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	680	320	140	72	300	0	0	420	72
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	0	0	0	381	759	0	72	300	0	0	420	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				21.1	21.1		39.9	39.9			29.3	29.3
Actuated g/C Ratio				0.28	0.28		0.53	0.53			0.39	0.39
v/c Ratio				0.84	0.81		0.14	0.30			0.30	0.10
Control Delay (s/veh)				45.3	33.2		9.3	10.8			18.0	0.3
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)				45.3	33.2		9.3	10.8			18.0	0.3
LOS				D	C		A	B			B	A
Approach Delay (s/veh)					37.2			10.5			15.4	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 26.9		Intersection LOS: C	
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 27:

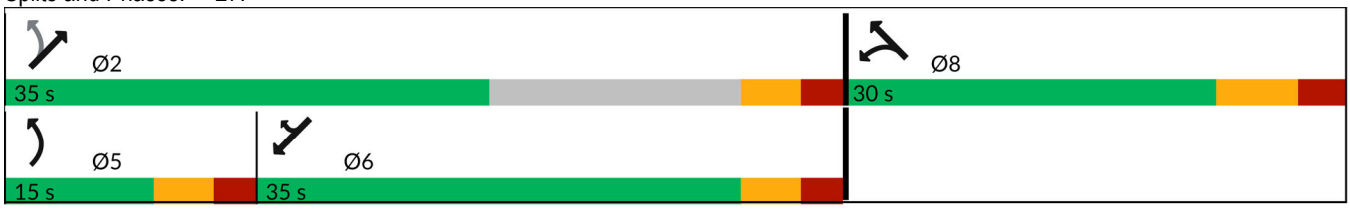


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	680	364	132	176	512	0	0	540	132
Future Volume (vph)	0	0	0	680	364	132	176	512	0	0	540	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.975							0.850
Flt Protected				0.950	0.982		0.950					
Satd. Flow (prot)	0	0	0	1610	3246	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.982		0.330					
Satd. Flow (perm)	0	0	0	1610	3246	0	615	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28							147
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	680	364	132	176	512	0	0	540	132
Shared Lane Traffic (%)				42%								
Lane Group Flow (vph)	0	0	0	394	782	0	176	512	0	0	540	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				21.7	21.7		43.5	43.5			28.9	28.9
Actuated g/C Ratio				0.27	0.27		0.55	0.55			0.37	0.37
v/c Ratio				0.89	0.86		0.38	0.50			0.42	0.20
Control Delay (s/veh)				52.8	37.5		11.6	13.2			20.2	3.5
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)				52.8	37.5		11.6	13.2			20.2	3.5
LOS				D	D		B	B			C	A
Approach Delay (s/veh)					42.6			12.8			16.9	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 27.7		Intersection LOS: C	
Intersection Capacity Utilization 64.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 27:

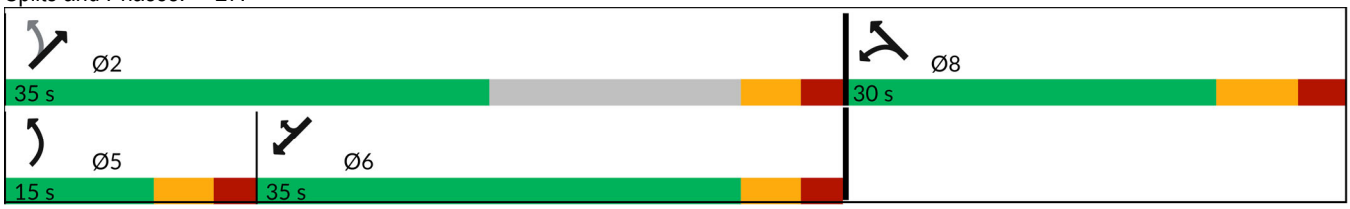


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	715	336	270	76	438	0	0	469	83
Future Volume (vph)	0	0	0	715	336	270	76	438	0	0	469	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.954							0.850
Flt Protected				0.950	0.985		0.950					
Satd. Flow (prot)	0	0	0	1610	3186	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.985		0.377					
Satd. Flow (perm)	0	0	0	1610	3186	0	702	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					79							147
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	715	336	270	76	438	0	0	469	83
Shared Lane Traffic (%)				38%								
Lane Group Flow (vph)	0	0	0	443	878	0	76	438	0	0	469	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				22.4	22.4		40.0	40.0			29.1	29.1
Actuated g/C Ratio				0.29	0.29		0.52	0.52			0.38	0.38
v/c Ratio				0.94	0.88		0.16	0.45			0.35	0.12
Control Delay (s/veh)				58.4	36.9		9.5	12.8			18.7	0.9
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)				58.4	36.9		9.5	12.8			18.7	0.9
LOS				E	D		A	B			B	A
Approach Delay (s/veh)					44.1			12.3			16.0	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 30.8		Intersection LOS: C	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 27:

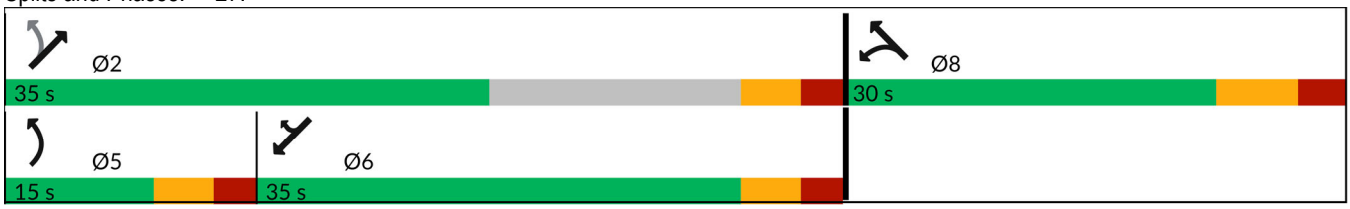


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	715	383	156	185	573	0	0	725	191
Future Volume (vph)	0	0	0	715	383	156	185	573	0	0	725	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.972							0.850
Flt Protected				0.950	0.982		0.950					
Satd. Flow (prot)	0	0	0	1610	3236	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.982		0.230					
Satd. Flow (perm)	0	0	0	1610	3236	0	428	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32							191
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	715	383	156	185	573	0	0	725	191
Shared Lane Traffic (%)				42%								
Lane Group Flow (vph)	0	0	0	415	839	0	185	573	0	0	725	191
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				22.2	22.2		43.6	43.6			28.9	28.9
Actuated g/C Ratio				0.28	0.28		0.55	0.55			0.36	0.36
v/c Ratio				0.92	0.91		0.49	0.56			0.56	0.27
Control Delay (s/veh)				57.7	41.9		13.8	14.5			22.5	4.1
Queue Delay				0.0	0.0		0.0	0.0			0.5	0.0
Total Delay (s/veh)				57.7	41.9		13.8	14.5			23.1	4.1
LOS				E	D		B	B			C	A
Approach Delay (s/veh)					47.1			14.3			19.1	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 29.9		Intersection LOS: C	
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 27:

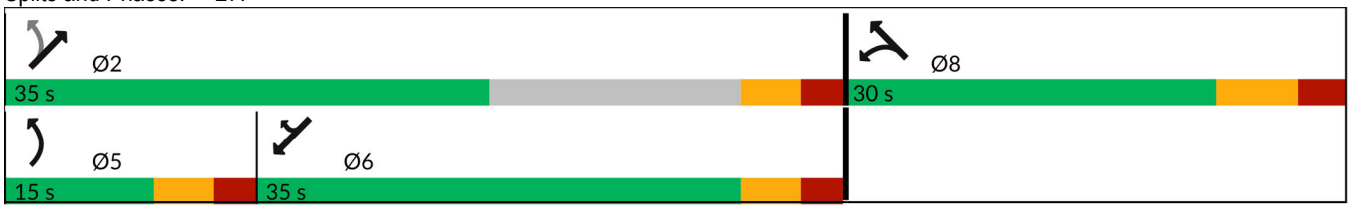


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	715	336	147	76	315	0	0	441	76
Future Volume (vph)	0	0	0	715	336	147	76	315	0	0	441	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.972							0.850
Flt Protected				0.950	0.981		0.950					
Satd. Flow (prot)	0	0	0	1610	3233	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.981		0.398					
Satd. Flow (perm)	0	0	0	1610	3233	0	741	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32							147
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	715	336	147	76	315	0	0	441	76
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	0	0	0	400	798	0	76	315	0	0	441	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				21.4	21.4		40.0	40.0			29.3	29.3
Actuated g/C Ratio				0.28	0.28		0.53	0.53			0.39	0.39
v/c Ratio				0.88	0.85		0.15	0.32			0.32	0.11
Control Delay (s/veh)				49.2	35.4		9.4	11.0			18.2	0.5
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)				49.2	35.4		9.4	11.0			18.2	0.5
LOS				D	D		A	B			B	A
Approach Delay (s/veh)					40.0			10.7			15.6	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 28.6		Intersection LOS: C	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 27:

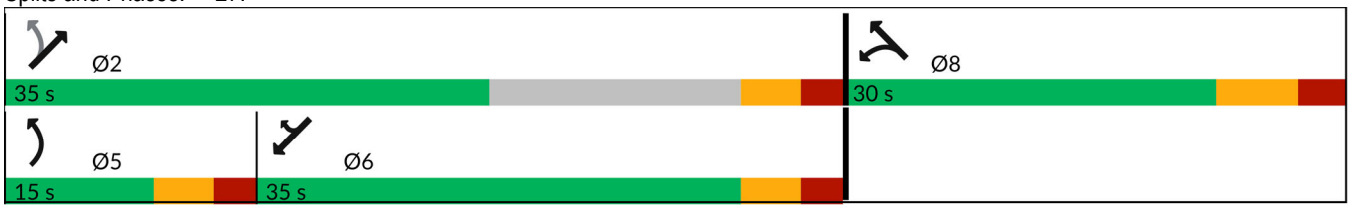


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	715	383	139	185	538	0	0	568	139
Future Volume (vph)	0	0	0	715	383	139	185	538	0	0	568	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.975							0.850
Flt Protected				0.950	0.982		0.950					
Satd. Flow (prot)	0	0	0	1610	3246	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.982		0.312					
Satd. Flow (perm)	0	0	0	1610	3246	0	581	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28							147
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	715	383	139	185	538	0	0	568	139
Shared Lane Traffic (%)				42%								
Lane Group Flow (vph)	0	0	0	415	822	0	185	538	0	0	568	139
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				22.2	22.2		43.6	43.6			28.9	28.9
Actuated g/C Ratio				0.28	0.28		0.55	0.55			0.36	0.36
v/c Ratio				0.92	0.89		0.41	0.53			0.44	0.21
Control Delay (s/veh)				57.7	40.0		12.1	13.8			20.7	3.9
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)				57.7	40.0		12.1	13.8			20.7	3.9
LOS				E	D		B	B			C	A
Approach Delay (s/veh)					45.9			13.4			17.4	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 29.5		Intersection LOS: C	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 27:

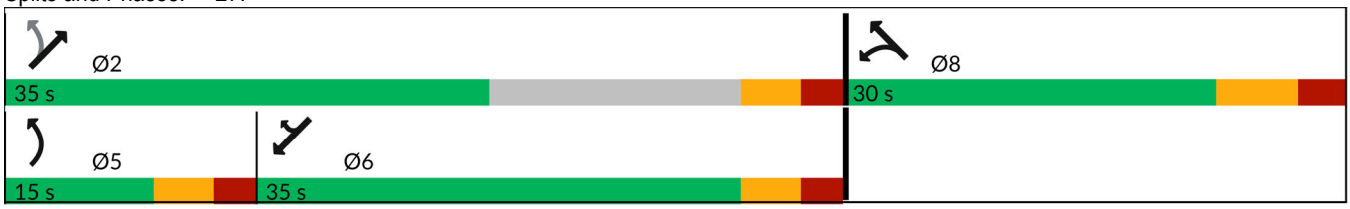


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	715	336	319	76	488	0	0	481	86
Future Volume (vph)	0	0	0	715	336	319	76	488	0	0	481	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.947							0.850
Flt Protected				0.950	0.986		0.950					
Satd. Flow (prot)	0	0	0	1610	3166	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.986		0.370					
Satd. Flow (perm)	0	0	0	1610	3166	0	689	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					112							147
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	715	336	319	76	488	0	0	481	86
Shared Lane Traffic (%)				35%								
Lane Group Flow (vph)	0	0	0	465	905	0	76	488	0	0	481	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				22.4	22.4		40.0	40.0			29.1	29.1
Actuated g/C Ratio				0.29	0.29		0.52	0.52			0.38	0.38
v/c Ratio				0.98	0.90		0.16	0.50			0.36	0.12
Control Delay (s/veh)				68.4	37.0		9.5	13.6			18.8	1.1
Queue Delay				0.0	0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)				68.4	37.0		9.5	13.6			18.8	1.1
LOS				E	D		A	B			B	A
Approach Delay (s/veh)					47.6			13.0			16.1	
Approach LOS					D			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 76.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 32.7	Intersection LOS: C
Intersection Capacity Utilization 64.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 27:

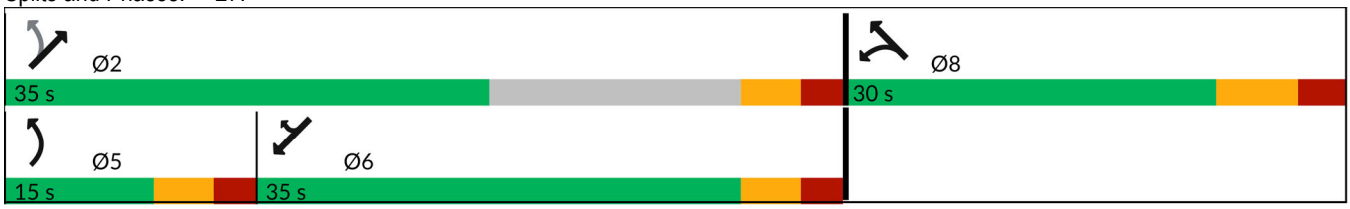


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	715	383	163	185	586	0	0	784	211
Future Volume (vph)	0	0	0	715	383	163	185	586	0	0	784	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	472		0	308		0	0		120
Storage Lanes	0		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Frt					0.971							0.850
Flt Protected				0.950	0.983		0.950					
Satd. Flow (prot)	0	0	0	1610	3236	0	1770	1863	0	0	3539	1583
Flt Permitted				0.950	0.983		0.202					
Satd. Flow (perm)	0	0	0	1610	3236	0	376	1863	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34							209
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		204			345			469			365	
Travel Time (s)		4.0			6.7			9.1			7.1	
Peak Hour 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
Adj. Flow (vph)	0	0	0	715	383	163	185	586	0	0	784	211
Shared Lane Traffic (%)				41%								
Lane Group Flow (vph)	0	0	0	422	839	0	185	586	0	0	784	211
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		0		1	1		1	1			1	1
Detector Template				Left			Left					Right
Leading Detector (ft)		0		100	100		100	100			100	100
Trailing Detector (ft)		0		0	0		0	80			80	0
Detector 1 Position(ft)				0	0		0	80			80	0
Detector 1 Size(ft)				100	100		100	20			20	100
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	0.0
Turn Type				Split	NA		pm+pt	NA			NA	Prot
Protected Phases				8	8		5	2			6	6
Permitted Phases							2					
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0		6.0	6.0			6.0	6.0
Minimum Split (s)				25.7	25.7		12.1	29.1			33.1	33.1
Total Split (s)				30.0	30.0		15.0	35.0			35.0	35.0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				37.5%	37.5%		18.8%	43.8%			43.8%	43.8%
Maximum Green (s)				22.3	22.3		8.9	28.9			28.9	28.9
Yellow Time (s)				4.9	4.9		3.6	3.6			3.6	3.6
All-Red Time (s)				2.8	2.8		2.5	2.5			2.5	2.5
Lost Time Adjust (s)				0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)				7.7	7.7		6.1	6.1			6.1	6.1
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	3.0
Recall Mode				None	None		None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								16.0			20.0	20.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)				22.3	22.3		43.6	43.6			28.9	28.9
Actuated g/C Ratio				0.28	0.28		0.55	0.55			0.36	0.36
v/c Ratio				0.94	0.90		0.52	0.58			0.61	0.30
Control Delay (s/veh)				60.1	41.5		14.7	14.7			23.4	4.1
Queue Delay				0.0	0.0		0.0	0.0			0.7	0.0
Total Delay (s/veh)				60.1	41.5		14.7	14.7			24.1	4.1
LOS				E	D		B	B			C	A
Approach Delay (s/veh)					47.7			14.7			19.9	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 30.2		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 27:



Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	381	759	72	300	420	72
v/c Ratio	0.84	0.81	0.14	0.30	0.30	0.10
Control Delay (s/veh)	45.3	33.2	9.3	10.8	18.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.3	33.2	9.3	10.8	18.0	0.3
Queue Length 50th (ft)	192	181	16	75	76	0
Queue Length 95th (ft)	#361	#280	34	121	114	1
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	485	997	529	1105	1382	708
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	0.79	0.76	0.14	0.27	0.30	0.10

Intersection Summary
Description: I-86 WB Ramps and N. Hamilton St.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	394	782	176	512	540	132
v/c Ratio	0.89	0.86	0.38	0.50	0.42	0.20
Control Delay (s/veh)	52.8	37.5	11.6	13.2	20.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	37.5	11.6	13.2	20.2	3.5
Queue Length 50th (ft)	205	195	41	148	105	0
Queue Length 95th (ft)	#380	#296	73	227	147	29
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	454	936	468	1035	1294	672
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	0.87	0.84	0.38	0.49	0.42	0.20

Intersection Summary

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

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	443	878	76	438	469	83
v/c Ratio	0.94	0.88	0.16	0.45	0.35	0.12
Control Delay (s/veh)	58.4	36.9	9.5	12.8	18.7	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.4	36.9	9.5	12.8	18.7	0.9
Queue Length 50th (ft)	235	209	17	120	86	0
Queue Length 95th (ft)	#445	#340	36	186	128	6
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	473	993	493	1078	1349	694
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	0.94	0.88	0.15	0.41	0.35	0.12

Intersection Summary

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

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	415	839	185	573	725	191
v/c Ratio	0.92	0.91	0.49	0.56	0.56	0.27
Control Delay (s/veh)	57.7	41.9	13.8	14.5	22.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay (s/veh)	57.7	41.9	13.8	14.5	23.1	4.1
Queue Length 50th (ft)	220	214	43	173	150	0
Queue Length 95th (ft)	#407	#331	76	264	204	40
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	450	929	384	1027	1284	695
Starvation Cap Reductn	0	0	0	0	222	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.90	0.48	0.56	0.68	0.27

Intersection Summary

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

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	400	798	76	315	441	76
v/c Ratio	0.88	0.85	0.15	0.32	0.32	0.11
Control Delay (s/veh)	49.2	35.4	9.4	11.0	18.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.2	35.4	9.4	11.0	18.2	0.5
Queue Length 50th (ft)	205	195	17	79	81	0
Queue Length 95th (ft)	#387	#305	36	128	120	3
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	481	990	516	1098	1373	704
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	0.83	0.81	0.15	0.29	0.32	0.11

Intersection Summary

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

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	415	822	185	538	568	139
v/c Ratio	0.92	0.89	0.41	0.53	0.44	0.21
Control Delay (s/veh)	57.7	40.0	12.1	13.8	20.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	40.0	12.1	13.8	20.7	3.9
Queue Length 50th (ft)	220	208	43	158	111	0
Queue Length 95th (ft)	#407	#321	76	243	156	32
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	450	929	451	1027	1284	667
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	0.92	0.88	0.41	0.52	0.44	0.21

Intersection Summary

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

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	465	905	76	488	481	86
v/c Ratio	0.98	0.90	0.16	0.50	0.36	0.12
Control Delay (s/veh)	68.4	37.0	9.5	13.6	18.8	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	37.0	9.5	13.6	18.8	1.1
Queue Length 50th (ft)	~259	210	17	138	89	0
Queue Length 95th (ft)	#474	#343	36	214	131	7
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	473	1010	487	1078	1349	694
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	0.98	0.90	0.16	0.45	0.36	0.12

Intersection Summary

~ 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.

Lane Group	NWL	NWT	NEL	NET	SWT	SWR
Lane Group Flow (vph)	422	839	185	586	784	211
v/c Ratio	0.94	0.90	0.52	0.58	0.61	0.30
Control Delay (s/veh)	60.1	41.5	14.7	14.7	23.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.7	0.0
Total Delay (s/veh)	60.1	41.5	14.7	14.7	24.1	4.1
Queue Length 50th (ft)	225	213	43	179	166	1
Queue Length 95th (ft)	#417	#330	76	273	224	43
Internal Link Dist (ft)		265		389	285	
Turn Bay Length (ft)	472		308			120
Base Capacity (vph)	450	929	361	1026	1283	707
Starvation Cap Reductn	0	0	0	0	217	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.90	0.51	0.57	0.74	0.30

Intersection Summary

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

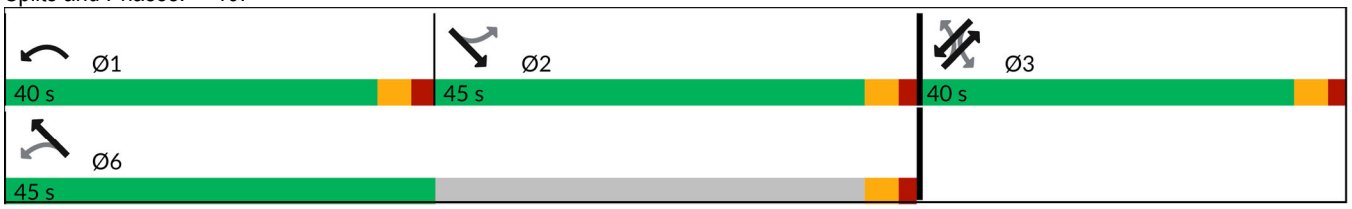
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	88	308	100	144	344	44	84	76	120	84	156	92
Future Volume (vph)	88	308	100	144	344	44	84	76	120	84	156	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.983			0.908			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1831	0	1770	1691	0	1770	1758	0
Flt Permitted	0.532			0.391			0.407			0.522		
Satd. Flow (perm)	991	1794	0	728	1831	0	758	1691	0	972	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			63			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	88	308	100	144	344	44	84	76	120	84	156	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	408	0	144	388	0	84	196	0	84	248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.3	40.3		52.7	53.0		15.7	15.7		15.7	15.7	
Actuated g/C Ratio	0.51	0.51		0.67	0.68		0.20	0.20		0.20	0.20	
v/c Ratio	0.17	0.44		0.25	0.31		0.56	0.51		0.43	0.67	
Control Delay (s/veh)	13.2	14.7		6.5	6.6		43.2	23.3		34.8	35.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.2	14.7		6.5	6.6		43.2	23.3		34.8	35.6	
LOS	B	B		A	A		D	C		C	D	
Approach Delay (s/veh)		14.4			6.6			29.3			35.4	
Approach LOS		B			A			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 78.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay (s/veh): 18.6 Intersection LOS: B
Intersection Capacity Utilization 65.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19:

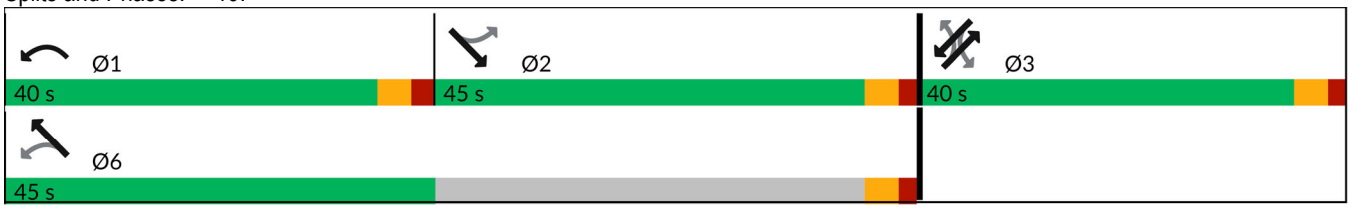


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	80	336	108	264	320	28	84	100	236	40	84	124
Future Volume (vph)	80	336	108	264	320	28	84	100	236	40	84	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.988			0.895			0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1796	0	1770	1840	0	1770	1667	0	1770	1697	0
Flt Permitted	0.552			0.342			0.501			0.251		
Satd. Flow (perm)	1028	1796	0	637	1840	0	933	1667	0	468	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			7			95			59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	80	336	108	264	320	28	84	100	236	40	84	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	444	0	264	348	0	84	336	0	40	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.7	40.7		56.3	56.6		18.8	18.8		18.8	18.8	
Actuated g/C Ratio	0.48	0.48		0.66	0.66		0.22	0.22		0.22	0.22	
v/c Ratio	0.16	0.52		0.47	0.28		0.41	0.76		0.39	0.50	
Control Delay (s/veh)	17.5	20.1		9.8	7.6		35.0	34.0		40.4	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.5	20.1		9.8	7.6		35.0	34.0		40.4	24.6	
LOS	B	C		A	A		D	C		D	C	
Approach Delay (s/veh)		19.7			8.5			34.2			27.2	
Approach LOS		B			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 85.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 20.3		Intersection LOS: C	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 19:

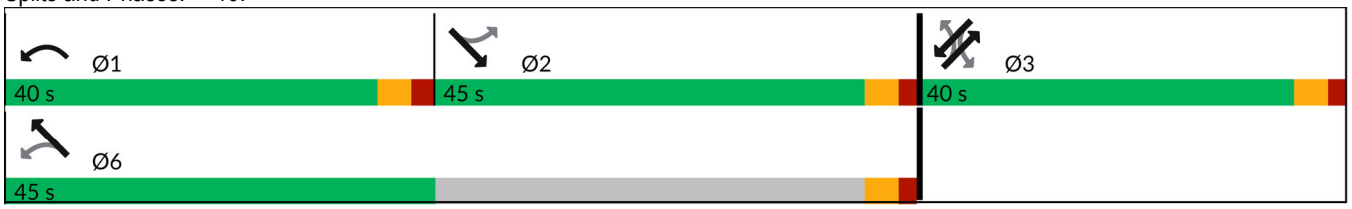


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	96	327	105	169	379	46	88	83	130	88	167	97
Future Volume (vph)	96	327	105	169	379	46	88	83	130	88	167	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.984			0.908			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1796	0	1770	1833	0	1770	1691	0	1770	1760	0
Flt Permitted	0.515			0.366			0.384			0.491		
Satd. Flow (perm)	959	1796	0	682	1833	0	715	1691	0	915	1760	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			63			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	96	327	105	169	379	46	88	83	130	88	167	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	432	0	169	425	0	88	213	0	88	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.4	40.4		53.4	53.7		16.9	16.9		16.9	16.9	
Actuated g/C Ratio	0.50	0.50		0.66	0.67		0.21	0.21		0.21	0.21	
v/c Ratio	0.20	0.48		0.30	0.35		0.59	0.53		0.46	0.68	
Control Delay (s/veh)	14.7	16.3		7.4	7.3		45.6	24.4		36.1	36.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.7	16.3		7.4	7.3		45.6	24.4		36.1	36.2	
LOS	B	B		A	A		D	C		D	D	
Approach Delay (s/veh)		16.0			7.3			30.6			36.2	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 80.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 19:



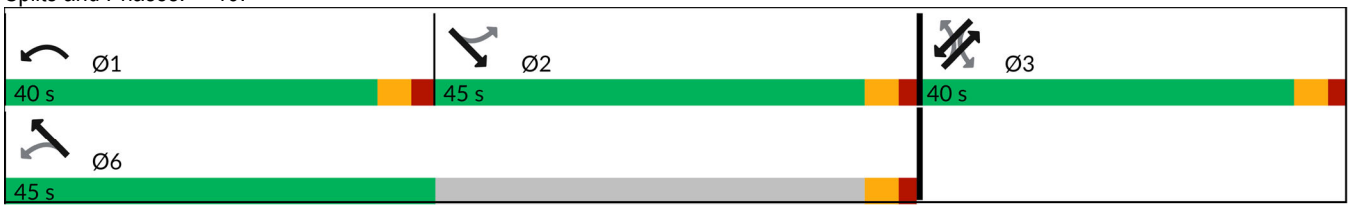
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	91	360	114	284	343	29	88	123	265	42	92	130
Future Volume (vph)	91	360	114	284	343	29	88	123	265	42	92	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.988			0.898			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1796	0	1770	1840	0	1770	1673	0	1770	1699	0
Flt Permitted	0.540			0.296			0.491			0.208		
Satd. Flow (perm)	1006	1796	0	551	1840	0	915	1673	0	387	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			7			86			57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	91	360	114	284	343	29	88	123	265	42	92	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	474	0	284	372	0	88	388	0	42	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.8	40.8		58.5	58.8		22.9	22.9		22.9	22.9	
Actuated g/C Ratio	0.44	0.44		0.64	0.64		0.25	0.25		0.25	0.25	
v/c Ratio	0.20	0.59		0.55	0.31		0.39	0.80		0.44	0.48	
Control Delay (s/veh)	21.3	25.2		12.5	9.2		34.2	38.6		44.7	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	21.3	25.2		12.5	9.2		34.2	38.6		44.7	24.9	
LOS	C	C		B	A		C	D		D	C	
Approach Delay (s/veh)		24.6			10.6			37.8			28.1	
Approach LOS		C			B			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 91.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 23.6 Intersection LOS: C
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 19:

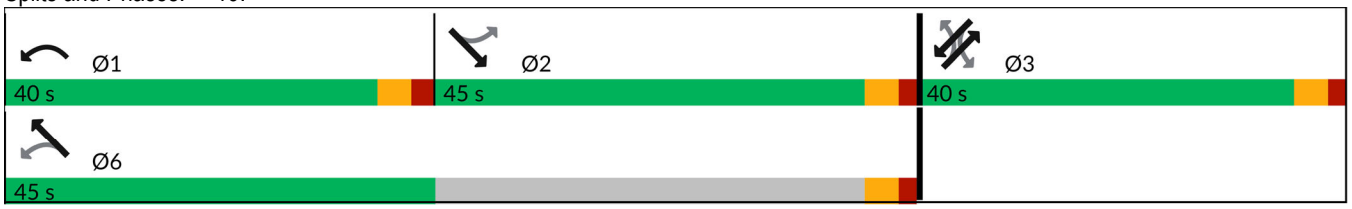


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	92	324	105	151	362	46	88	80	126	88	164	97
Future Volume (vph)	92	324	105	151	362	46	88	80	126	88	164	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.983			0.908			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1831	0	1770	1691	0	1770	1758	0
Flt Permitted	0.523			0.371			0.387			0.504		
Satd. Flow (perm)	974	1794	0	691	1831	0	721	1691	0	939	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			63			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	92	324	105	151	362	46	88	80	126	88	164	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	429	0	151	408	0	88	206	0	88	261	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.4	40.4		53.0	53.3		16.4	16.4		16.4	16.4	
Actuated g/C Ratio	0.51	0.51		0.67	0.67		0.21	0.21		0.21	0.21	
v/c Ratio	0.19	0.47		0.27	0.33		0.59	0.52		0.46	0.69	
Control Delay (s/veh)	13.9	15.6		6.9	7.0		45.9	23.9		35.7	36.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	15.6		6.9	7.0		45.9	23.9		35.7	36.1	
LOS	B	B		A	A		D	C		D	D	
Approach Delay (s/veh)		15.3			7.0			30.5			36.0	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 79.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 19:

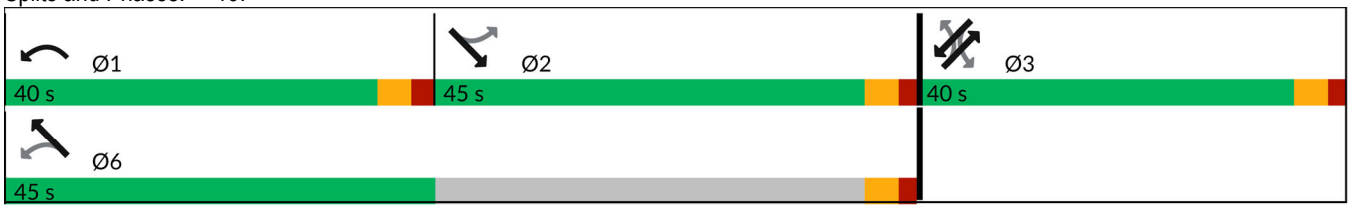


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	84	353	114	277	336	29	88	105	248	42	88	130
Future Volume (vph)	84	353	114	277	336	29	88	105	248	42	88	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.988			0.895			0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1840	0	1770	1667	0	1770	1697	0
Flt Permitted	0.544			0.316			0.486			0.233		
Satd. Flow (perm)	1013	1794	0	589	1840	0	905	1667	0	434	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			7			95			59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	84	353	114	277	336	29	88	105	248	42	88	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	467	0	277	365	0	88	353	0	42	218	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.8	40.8		57.5	57.8		20.1	20.1		20.1	20.1	
Actuated g/C Ratio	0.46	0.46		0.65	0.66		0.23	0.23		0.23	0.23	
v/c Ratio	0.18	0.56		0.51	0.30		0.43	0.78		0.42	0.50	
Control Delay (s/veh)	19.1	22.4		10.9	8.1		35.9	35.3		43.3	25.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.1	22.4		10.9	8.1		35.9	35.3		43.3	25.3	
LOS	B	C		B	A		D	D		D	C	
Approach Delay (s/veh)		21.9			9.4			35.5			28.2	
Approach LOS		C			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 87.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 21.7		Intersection LOS: C	
Intersection Capacity Utilization 83.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 19:

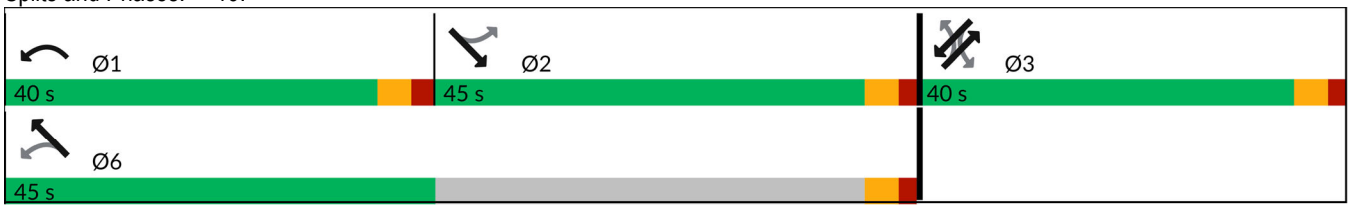


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	97	329	105	176	386	46	88	85	131	88	169	97
Future Volume (vph)	97	329	105	176	386	46	88	85	131	88	169	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.984			0.909			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1796	0	1770	1833	0	1770	1693	0	1770	1760	0
Flt Permitted	0.511			0.364			0.380			0.484		
Satd. Flow (perm)	952	1796	0	678	1833	0	708	1693	0	902	1760	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			62			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	97	329	105	176	386	46	88	85	131	88	169	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	434	0	176	432	0	88	216	0	88	266	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.4	40.4		53.5	53.8		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.50	0.50		0.66	0.67		0.21	0.21		0.21	0.21	
v/c Ratio	0.20	0.48		0.31	0.35		0.59	0.53		0.47	0.69	
Control Delay (s/veh)	14.9	16.5		7.5	7.4		46.0	24.8		36.4	36.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.9	16.5		7.5	7.4		46.0	24.8		36.4	36.4	
LOS	B	B		A	A		D	C		D	D	
Approach Delay (s/veh)		16.2			7.5			31.0			36.4	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 80.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 19.7		Intersection LOS: B	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 19:

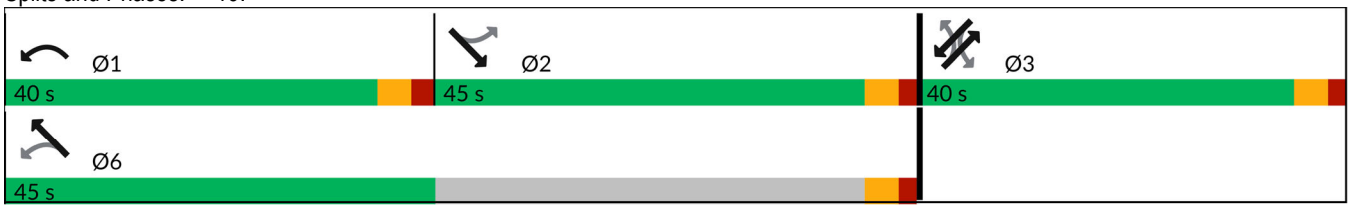


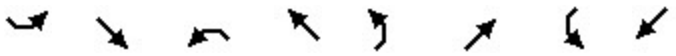
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	94	363	114	287	346	29	88	129	272	42	93	130
Future Volume (vph)	94	363	114	287	346	29	88	129	272	42	93	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	157		0	124		0	94		0	106		0
Storage Lanes	1		0	1		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	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.988			0.898			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1796	0	1770	1840	0	1770	1673	0	1770	1701	0
Flt Permitted	0.539			0.288			0.493			0.199		
Satd. Flow (perm)	1004	1796	0	536	1840	0	918	1673	0	371	1701	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			7			84			56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			179			1299			243	
Travel Time (s)		3.4			4.1			29.5			5.5	
Peak Hour 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
Adj. Flow (vph)	94	363	114	287	346	29	88	129	272	42	93	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	477	0	287	375	0	88	401	0	42	223	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0		1	0		1	1		1	1	
Detector Template				Left			Left			Left		
Leading Detector (ft)	0	0		20	0		20	20		20	20	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)				0			0	0		0	0	
Detector 1 Size(ft)				20			20	20		20	20	
Detector 1 Type				Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0			0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			3			3	
Permitted Phases	2			6			3			3		
Detector Phase	2	2		1	6		3	3		3	3	
Switch Phase												
Minimum Initial (s)	12.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	30.9	30.9		11.2	30.9		30.9	30.9		30.9	30.9	
Total Split (s)	45.0	45.0		40.0	45.0		40.0	40.0		40.0	40.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.0%	36.0%		32.0%	36.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	40.1	40.1		34.8	40.1		35.1	35.1		35.1	35.1	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	1.7		2.0	1.7		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9		5.2	4.9		4.9	4.9		4.9	4.9	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.5	3.5		2.0	3.5		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	40.8	40.8		58.9	59.2		23.9	23.9		23.9	23.9	
Actuated g/C Ratio	0.44	0.44		0.63	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.21	0.60		0.56	0.32		0.37	0.82		0.44	0.47	
Control Delay (s/veh)	22.0	26.1		13.1	9.5		33.8	39.8		45.6	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	22.0	26.1		13.1	9.5		33.8	39.8		45.6	24.9	
LOS	C	C		B	A		C	D		D	C	
Approach Delay (s/veh)		25.5			11.1			38.7			28.2	
Approach LOS		C			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 93			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 24.3		Intersection LOS: C	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			

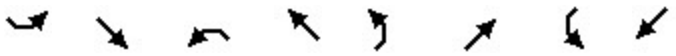
Splits and Phases: 19:





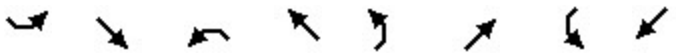
Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	88	408	144	388	84	196	84	248
v/c Ratio	0.17	0.44	0.25	0.31	0.56	0.51	0.43	0.67
Control Delay (s/veh)	13.2	14.7	6.5	6.6	43.2	23.3	34.8	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.2	14.7	6.5	6.6	43.2	23.3	34.8	35.6
Queue Length 50th (ft)	21	110	21	63	37	56	36	100
Queue Length 95th (ft)	59	229	53	136	85	121	80	181
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	508	927	952	1790	340	794	436	803
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.44	0.15	0.22	0.25	0.25	0.19	0.31

Intersection Summary



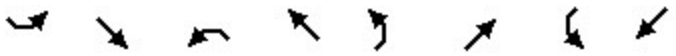
Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	80	444	264	348	84	336	40	208
v/c Ratio	0.16	0.52	0.47	0.28	0.41	0.76	0.39	0.50
Control Delay (s/veh)	17.5	20.1	9.8	7.6	35.0	34.0	40.4	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.5	20.1	9.8	7.6	35.0	34.0	40.4	24.6
Queue Length 50th (ft)	22	147	48	64	38	119	18	67
Queue Length 95th (ft)	69	331	116	150	86	231	53	141
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	489	862	888	1703	388	750	194	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.52	0.30	0.20	0.22	0.45	0.21	0.28

Intersection Summary



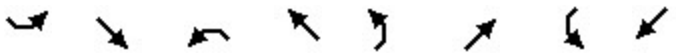
Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	96	432	169	425	88	213	88	264
v/c Ratio	0.20	0.48	0.30	0.35	0.59	0.53	0.46	0.68
Control Delay (s/veh)	14.7	16.3	7.4	7.3	45.6	24.4	36.1	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	16.3	7.4	7.3	45.6	24.4	36.1	36.2
Queue Length 50th (ft)	24	125	26	75	40	65	38	111
Queue Length 95th (ft)	69	266	66	165	92	134	86	196
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	481	909	927	1769	314	778	402	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.48	0.18	0.24	0.28	0.27	0.22	0.34

Intersection Summary



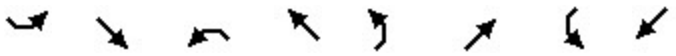
Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	91	474	284	372	88	388	42	222
v/c Ratio	0.20	0.59	0.55	0.31	0.39	0.80	0.44	0.48
Control Delay (s/veh)	21.3	25.2	12.5	9.2	34.2	38.6	44.7	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.3	25.2	12.5	9.2	34.2	38.6	44.7	24.9
Queue Length 50th (ft)	31	191	64	85	41	162	20	78
Queue Length 95th (ft)	88	410	140	181	93	298	60	159
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	448	807	822	1616	356	704	150	697
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.59	0.35	0.23	0.25	0.55	0.28	0.32

Intersection Summary



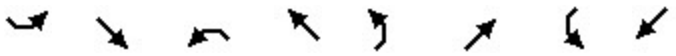
Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	92	429	151	408	88	206	88	261
v/c Ratio	0.19	0.47	0.27	0.33	0.59	0.52	0.46	0.69
Control Delay (s/veh)	13.9	15.6	6.9	7.0	45.9	23.9	35.7	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	15.6	6.9	7.0	45.9	23.9	35.7	36.1
Queue Length 50th (ft)	23	121	23	70	39	61	38	108
Queue Length 95th (ft)	63	252	57	150	90	128	84	192
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	494	917	935	1779	320	786	417	794
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.47	0.16	0.23	0.28	0.26	0.21	0.33

Intersection Summary



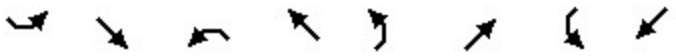
Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	84	467	277	365	88	353	42	218
v/c Ratio	0.18	0.56	0.51	0.30	0.43	0.78	0.42	0.50
Control Delay (s/veh)	19.1	22.4	10.9	8.1	35.9	35.3	43.3	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.1	22.4	10.9	8.1	35.9	35.3	43.3	25.3
Queue Length 50th (ft)	25	165	53	71	41	131	19	73
Queue Length 95th (ft)	78	383	129	167	93	253	58	153
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	470	840	861	1672	368	734	176	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.56	0.32	0.22	0.24	0.48	0.24	0.30

Intersection Summary



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	97	434	176	432	88	216	88	266
v/c Ratio	0.20	0.48	0.31	0.35	0.59	0.53	0.47	0.69
Control Delay (s/veh)	14.9	16.5	7.5	7.4	46.0	24.8	36.4	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.9	16.5	7.5	7.4	46.0	24.8	36.4	36.4
Queue Length 50th (ft)	25	127	28	77	40	67	39	112
Queue Length 95th (ft)	70	270	69	170	92	138	86	198
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	476	906	924	1766	310	776	395	784
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.48	0.19	0.24	0.28	0.28	0.22	0.34

Intersection Summary



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	94	477	287	375	88	401	42	223
v/c Ratio	0.21	0.60	0.56	0.32	0.37	0.82	0.44	0.47
Control Delay (s/veh)	22.0	26.1	13.1	9.5	33.8	39.8	45.6	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	26.1	13.1	9.5	33.8	39.8	45.6	24.9
Queue Length 50th (ft)	33	199	68	90	42	173	20	79
Queue Length 95th (ft)	91	416	141	183	94	315	60	161
Internal Link Dist (ft)		70		99		1219		163
Turn Bay Length (ft)	157		124		94		106	
Base Capacity (vph)	440	795	809	1597	352	694	142	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.60	0.35	0.23	0.25	0.58	0.30	0.32

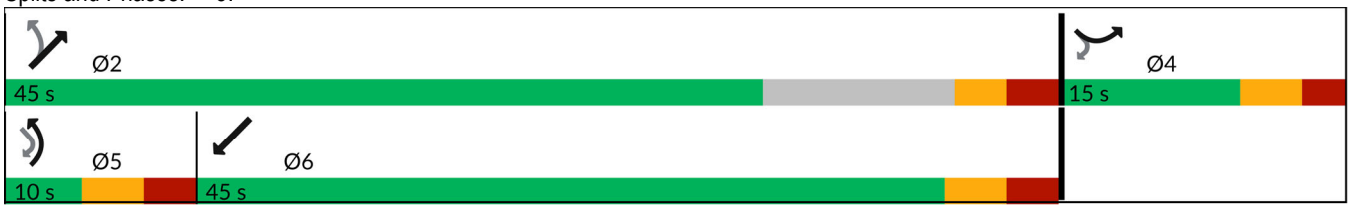
Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	20	88	104	316	356	28
Future Volume (vph)	20	88	104	316	356	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1844	0
Flt Permitted	0.950		0.458			
Satd. Flow (perm)	1770	1583	853	1863	1844	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		88			9	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	88	104	316	356	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	88	104	316	384	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4 5	2			
Detector Phase	4	4 5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0		6.0	5.0	5.0	
Minimum Split (s)	23.5		23.9	23.4	24.9	
Total Split (s)	15.0		10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%		14.3%	64.3%	64.3%	
Maximum Green (s)	9.5		4.1	39.6	39.1	
Yellow Time (s)	3.2		3.2	2.7	3.2	
All-Red Time (s)	2.3		2.7	2.7	2.7	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	Max	Max	
Walk Time (s)	7.0				7.0	
Flash Don't Walk (s)	9.0				12.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	6.7	14.5	50.3	52.0	43.8	
Actuated g/C Ratio	0.10	0.22	0.76	0.79	0.66	
v/c Ratio	0.11	0.21	0.15	0.21	0.31	
Control Delay (s/veh)	28.9	6.6	3.2	3.1	7.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	28.9	6.6	3.2	3.1	7.7	
LOS	C	A	A	A	A	
Approach Delay (s/veh)	10.7			3.1	7.7	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3:

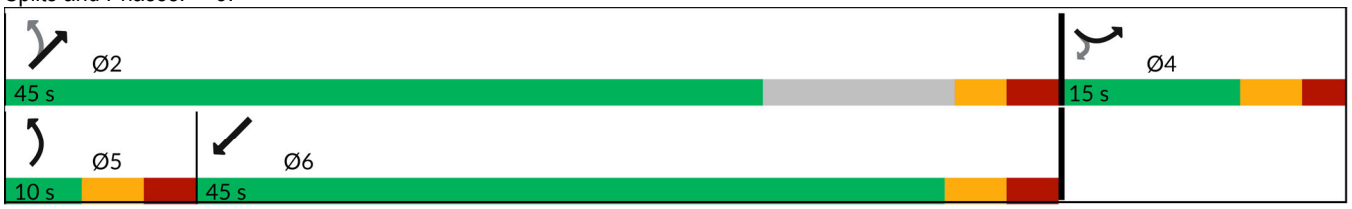


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	44	140	152	384	484	44
Future Volume (vph)	44	140	152	384	484	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1842	0
Flt Permitted	0.950		0.359			
Satd. Flow (perm)	1770	1583	669	1863	1842	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		140			11	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	44	140	152	384	484	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	140	152	384	528	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	7.4	7.4	47.6	49.7	41.8	
Actuated g/C Ratio	0.12	0.12	0.75	0.78	0.66	
v/c Ratio	0.21	0.45	0.26	0.26	0.43	
Control Delay (s/veh)	30.1	11.2	4.2	3.6	9.4	
Queue Delay	0.0	0.0	0.0	0.4	0.0	
Total Delay (s/veh)	30.1	11.2	4.2	4.0	9.4	
LOS	C	B	A	A	A	
Approach Delay (s/veh)	15.7			4.0	9.4	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 8.0		Intersection LOS: A	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3:

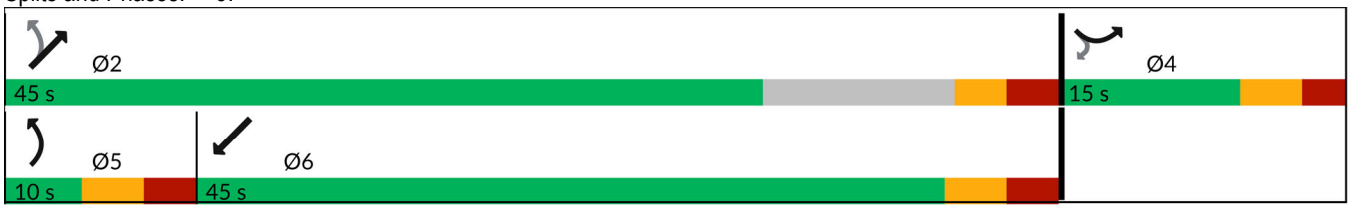


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	28	127	354	332	374	47
Future Volume (vph)	28	127	354	332	374	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1835	0
Flt Permitted	0.950		0.424			
Satd. Flow (perm)	1770	1583	790	1863	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127			15	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	28	127	354	332	374	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	127	354	332	421	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	7.0	7.0	49.5	51.3	39.4	
Actuated g/C Ratio	0.11	0.11	0.76	0.79	0.60	
v/c Ratio	0.15	0.45	0.54	0.23	0.38	
Control Delay (s/veh)	29.1	11.7	6.8	3.3	8.6	
Queue Delay	0.0	0.0	1.4	0.0	0.0	
Total Delay (s/veh)	29.1	11.7	8.2	3.3	8.6	
LOS	C	B	A	A	A	
Approach Delay (s/veh)	14.8			5.8	8.6	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3:

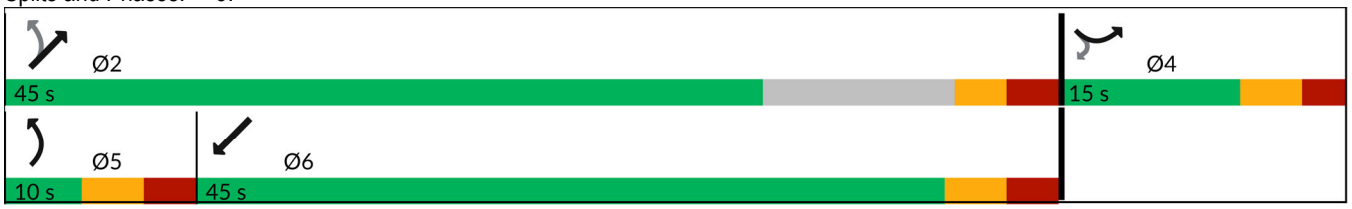


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	81	357	212	404	509	64
Future Volume (vph)	81	357	212	404	509	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1835	0
Flt Permitted	0.950		0.313			
Satd. Flow (perm)	1770	1583	583	1863	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		357			15	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	81	357	212	404	509	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	357	212	404	573	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	8.1	8.1	49.1	49.6	39.1	
Actuated g/C Ratio	0.12	0.12	0.72	0.72	0.57	
v/c Ratio	0.39	0.71	0.43	0.30	0.54	
Control Delay (s/veh)	33.6	12.5	6.3	4.2	11.6	
Queue Delay	0.0	0.0	0.0	0.6	0.0	
Total Delay (s/veh)	33.6	12.5	6.3	4.8	11.6	
LOS	C	B	A	A	B	
Approach Delay (s/veh)	16.4			5.3	11.6	
Approach LOS	B			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 68.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 10.5		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3:

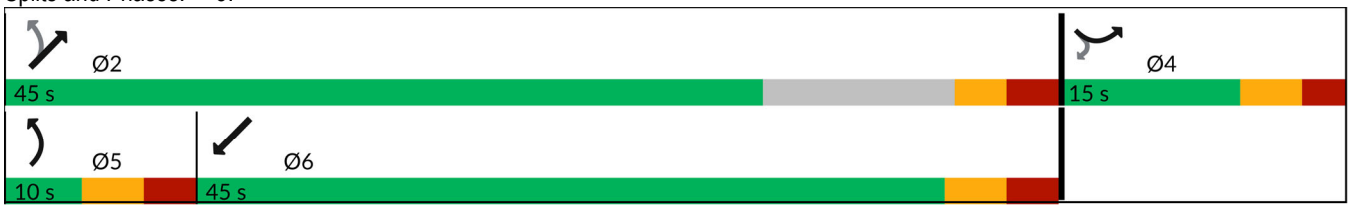


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	21	92	109	332	374	29
Future Volume (vph)	21	92	109	332	374	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1844	0
Flt Permitted	0.950		0.444			
Satd. Flow (perm)	1770	1583	827	1863	1844	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		92			9	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	21	92	109	332	374	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	92	109	332	403	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	6.9	6.9	50.3	52.0	43.8	
Actuated g/C Ratio	0.10	0.10	0.76	0.79	0.66	
v/c Ratio	0.11	0.37	0.16	0.23	0.33	
Control Delay (s/veh)	28.7	11.9	3.4	3.3	8.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	28.7	11.9	3.4	3.3	8.0	
LOS	C	B	A	A	A	
Approach Delay (s/veh)	15.0			3.3	8.0	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.1			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 6.6		Intersection LOS: A	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3:

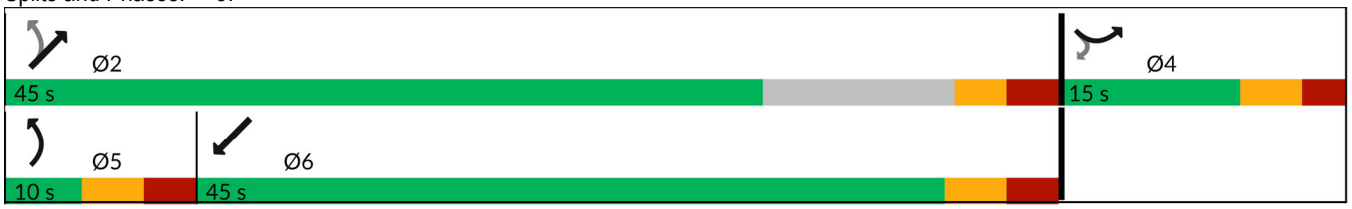


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	46	147	160	404	509	46
Future Volume (vph)	46	147	160	404	509	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1842	0
Flt Permitted	0.950		0.342			
Satd. Flow (perm)	1770	1583	637	1863	1842	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		147			11	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	46	147	160	404	509	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	147	160	404	555	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	7.4	7.4	47.7	49.7	41.9	
Actuated g/C Ratio	0.12	0.12	0.75	0.78	0.66	
v/c Ratio	0.22	0.47	0.29	0.28	0.46	
Control Delay (s/veh)	30.3	11.2	4.4	3.7	9.7	
Queue Delay	0.0	0.0	0.0	0.4	0.0	
Total Delay (s/veh)	30.3	11.2	4.4	4.1	9.7	
LOS	C	B	A	A	A	
Approach Delay (s/veh)	15.7			4.2	9.7	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 8.2		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3:

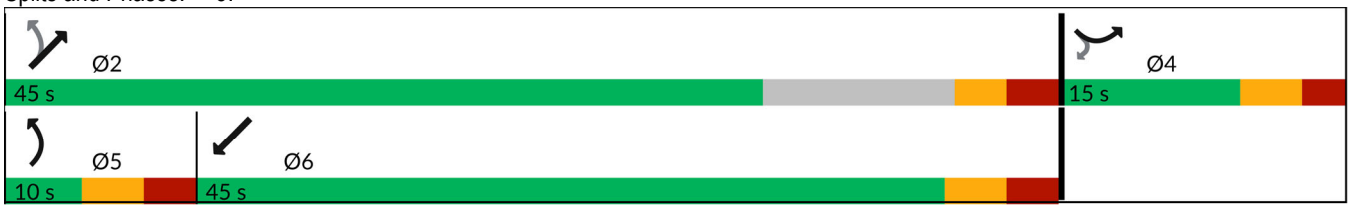


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	31	142	454	332	374	54
Future Volume (vph)	31	142	454	332	374	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1831	0
Flt Permitted	0.950		0.419			
Satd. Flow (perm)	1770	1583	780	1863	1831	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		142			17	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	31	142	454	332	374	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	142	454	332	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	7.1	7.1	49.4	51.2	39.4	
Actuated g/C Ratio	0.11	0.11	0.76	0.78	0.60	
v/c Ratio	0.16	0.48	0.70	0.23	0.39	
Control Delay (s/veh)	29.4	11.7	11.9	3.3	8.6	
Queue Delay	0.0	0.0	2.5	0.0	0.0	
Total Delay (s/veh)	29.4	11.7	14.4	3.3	8.6	
LOS	C	B	B	A	A	
Approach Delay (s/veh)	14.8			9.7	8.6	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3:

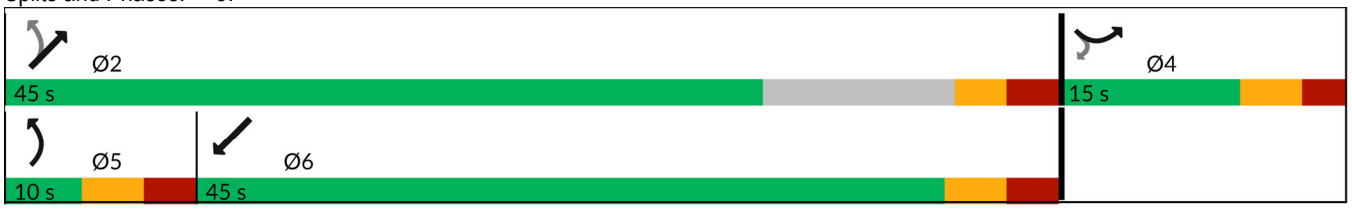


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	94	436	232	404	509	70
Future Volume (vph)	94	436	232	404	509	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	46	0	190			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.308			
Satd. Flow (perm)	1770	1583	574	1863	1833	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		406			16	
Link Speed (mph)	30			30	30	
Link Distance (ft)	319			365	1299	
Travel Time (s)	7.3			8.3	29.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	94	436	232	404	509	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	436	232	404	579	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	20	20	20	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0			
Detector 1 Size(ft)	20	20	20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.9	23.4	24.9	
Total Split (s)	15.0	15.0	10.0	45.0	45.0	

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	21.4%	21.4%	14.3%	64.3%	64.3%	
Maximum Green (s)	9.5	9.5	4.1	39.6	39.1	
Yellow Time (s)	3.2	3.2	3.2	2.7	3.2	
All-Red Time (s)	2.3	2.3	2.7	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.9	5.4	5.9	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	9.0	9.0			12.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	8.3	8.3	49.1	49.6	39.1	
Actuated g/C Ratio	0.12	0.12	0.71	0.72	0.57	
v/c Ratio	0.44	0.80	0.48	0.30	0.55	
Control Delay (s/veh)	34.9	17.1	7.1	4.3	11.8	
Queue Delay	0.0	0.0	0.0	0.6	0.0	
Total Delay (s/veh)	34.9	17.1	7.1	4.9	11.8	
LOS	C	B	A	A	B	
Approach Delay (s/veh)	20.3			5.7	11.8	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 68.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 12.1		Intersection LOS: B	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3:



Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	20	88	104	316	384
v/c Ratio	0.11	0.21	0.15	0.21	0.31
Control Delay (s/veh)	28.9	6.6	3.2	3.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.9	6.6	3.2	3.1	7.7
Queue Length 50th (ft)	8	0	9	29	71
Queue Length 95th (ft)	26	30	22	59	129
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	255	383	708	1470	1228
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	0.08	0.23	0.15	0.21	0.31

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	44	140	152	384	528
v/c Ratio	0.21	0.45	0.26	0.26	0.43
Control Delay (s/veh)	30.1	11.2	4.2	3.6	9.4
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	30.1	11.2	4.2	4.0	9.4
Queue Length 50th (ft)	17	0	15	40	113
Queue Length 95th (ft)	44	46	33	79	200
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	272	361	574	1457	1217
Starvation Cap Reductn	0	0	0	587	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.39	0.26	0.44	0.43

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	28	127	354	332	421
v/c Ratio	0.15	0.45	0.54	0.23	0.38
Control Delay (s/veh)	29.1	11.7	6.8	3.3	8.6
Queue Delay	0.0	0.0	1.4	0.0	0.0
Total Delay (s/veh)	29.1	11.7	8.2	3.3	8.6
Queue Length 50th (ft)	11	0	37	32	79
Queue Length 95th (ft)	32	43	76	67	148
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	259	340	660	1463	1113
Starvation Cap Reductn	0	0	148	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.37	0.69	0.23	0.38

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	81	357	212	404	573
v/c Ratio	0.39	0.71	0.43	0.30	0.54
Control Delay (s/veh)	33.6	12.5	6.3	4.2	11.6
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay (s/veh)	33.6	12.5	6.3	4.8	11.6
Queue Length 50th (ft)	32	0	23	48	134
Queue Length 95th (ft)	70	71	45	84	224
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	245	526	488	1346	1052
Starvation Cap Reductn	0	0	0	571	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.68	0.43	0.52	0.54

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	21	92	109	332	403
v/c Ratio	0.11	0.37	0.16	0.23	0.33
Control Delay (s/veh)	28.7	11.9	3.4	3.3	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.7	11.9	3.4	3.3	8.0
Queue Length 50th (ft)	8	0	9	31	75
Queue Length 95th (ft)	27	37	24	66	141
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	255	306	688	1465	1224
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	0.08	0.30	0.16	0.23	0.33

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	46	147	160	404	555
v/c Ratio	0.22	0.47	0.29	0.28	0.46
Control Delay (s/veh)	30.3	11.2	4.4	3.7	9.7
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	30.3	11.2	4.4	4.1	9.7
Queue Length 50th (ft)	18	0	15	43	121
Queue Length 95th (ft)	46	47	34	84	215
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	272	367	552	1456	1217
Starvation Cap Reductn	0	0	0	578	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.40	0.29	0.46	0.46

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	31	142	454	332	428
v/c Ratio	0.16	0.48	0.70	0.23	0.39
Control Delay (s/veh)	29.4	11.7	11.9	3.3	8.6
Queue Delay	0.0	0.0	2.5	0.0	0.0
Total Delay (s/veh)	29.4	11.7	14.4	3.3	8.6
Queue Length 50th (ft)	12	0	51	32	81
Queue Length 95th (ft)	35	46	#119	67	151
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	259	353	653	1461	1111
Starvation Cap Reductn	0	0	103	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.40	0.83	0.23	0.39

Intersection Summary

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

Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	94	436	232	404	579
v/c Ratio	0.44	0.80	0.48	0.30	0.55
Control Delay (s/veh)	34.9	17.1	7.1	4.3	11.8
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay (s/veh)	34.9	17.1	7.1	4.9	11.8
Queue Length 50th (ft)	38	12	27	50	139
Queue Length 95th (ft)	79	#135	49	84	227
Internal Link Dist (ft)	239			285	1219
Turn Bay Length (ft)	46		190		
Base Capacity (vph)	244	568	480	1342	1047
Starvation Cap Reductn	0	0	0	567	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.77	0.48	0.52	0.55

Intersection Summary

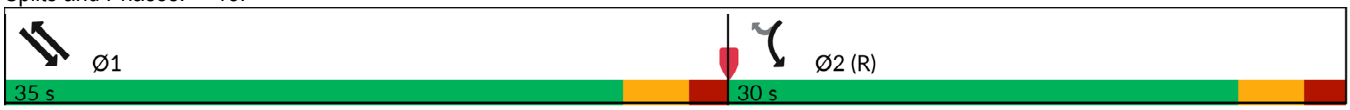
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	628	432	0	80	140
Future Volume (vph)	0	628	432	0	80	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						140
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	628	432	0	80	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	628	432	0	80	140
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		21.8	21.8		33.0	33.0
Actuated g/C Ratio		0.34	0.34		0.51	0.51
v/c Ratio		0.53	0.69		0.09	0.16
Control Delay (s/veh)		18.5	8.4		10.7	3.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		18.5	8.4		10.7	3.1
LOS		B	A		B	A
Approach Delay (s/veh)		18.5	8.4		5.8	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

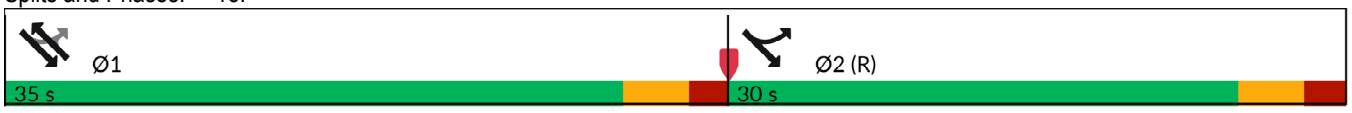


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	160	468	432	80	0	0
Future Volume (vph)	160	468	432	80	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.310					
Satd. Flow (perm)	577	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				80		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	468	432	80	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	160	468	432	80	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	21.9	21.9		
Actuated g/C Ratio	0.84	1.00	0.34	0.34		
v/c Ratio	0.15	0.13	0.69	0.14		
Control Delay (s/veh)	2.9	0.1	24.0	3.8		
Queue Delay	0.4	0.0	0.0	0.0		
Total Delay (s/veh)	3.3	0.1	24.0	3.8		
LOS	A	A	C	A		
Approach Delay (s/veh)		0.9	20.8			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

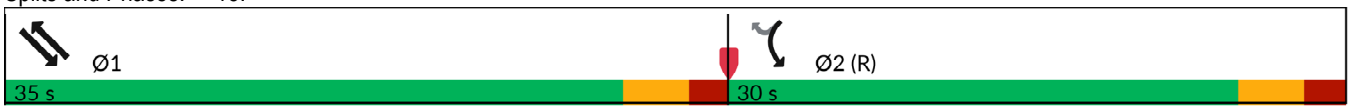


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	660	460	0	104	112
Future Volume (vph)	0	660	460	0	104	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						112
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	660	460	0	104	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	660	460	0	104	112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		22.5	22.5		32.3	32.3
Actuated g/C Ratio		0.35	0.35		0.50	0.50
v/c Ratio		0.54	0.71		0.12	0.13
Control Delay (s/veh)		18.1	8.6		11.3	3.4
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		18.1	8.6		11.3	3.4
LOS		B	A		B	A
Approach Delay (s/veh)		18.1	8.6		7.2	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

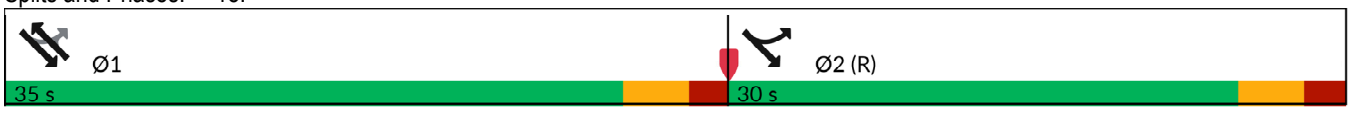


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	188	472	460	100	0	0
Future Volume (vph)	188	472	460	100	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.291					
Satd. Flow (perm)	542	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				100		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	188	472	460	100	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	472	460	100	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	22.8	22.8		
Actuated g/C Ratio	0.84	1.00	0.35	0.35		
v/c Ratio	0.18	0.13	0.70	0.16		
Control Delay (s/veh)	4.2	0.1	23.7	3.4		
Queue Delay	0.5	0.0	0.0	0.0		
Total Delay (s/veh)	4.7	0.1	23.7	3.4		
LOS	A	A	C	A		
Approach Delay (s/veh)		1.4	20.0			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

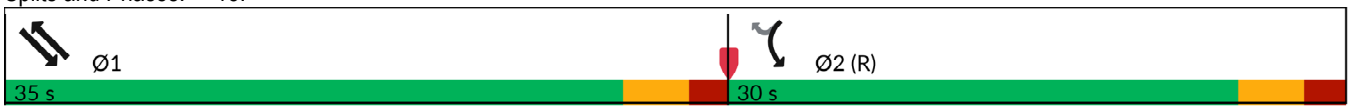


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	667	472	0	84	165
Future Volume (vph)	0	667	472	0	84	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						165
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	667	472	0	84	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	667	472	0	84	165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		22.9	22.9		31.9	31.9
Actuated g/C Ratio		0.35	0.35		0.49	0.49
v/c Ratio		0.53	0.72		0.10	0.19
Control Delay (s/veh)		17.7	8.5		11.5	3.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		17.7	8.5		11.5	3.2
LOS		B	A		B	A
Approach Delay (s/veh)		17.7	8.5		6.0	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

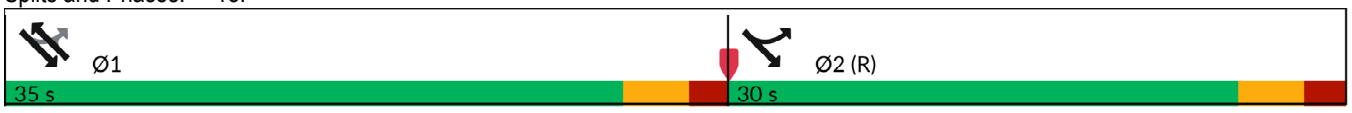


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	172	495	472	84	0	0
Future Volume (vph)	172	495	472	84	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.280					
Satd. Flow (perm)	522	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	172	495	472	84	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	495	472	84	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	23.0	23.0		
Actuated g/C Ratio	0.84	1.00	0.35	0.35		
v/c Ratio	0.16	0.14	0.72	0.14		
Control Delay (s/veh)	4.1	0.1	23.9	3.5		
Queue Delay	0.5	0.0	0.0	0.0		
Total Delay (s/veh)	4.5	0.1	23.9	3.5		
LOS	A	A	C	A		
Approach Delay (s/veh)		1.2	20.8			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

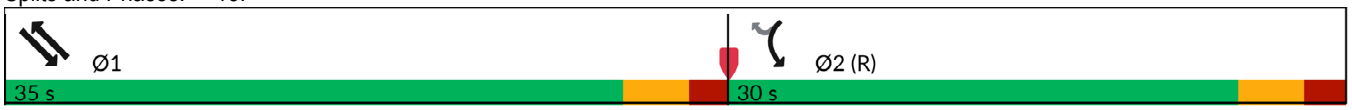


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	729	490	0	109	125
Future Volume (vph)	0	729	490	0	109	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						125
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	729	490	0	109	125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	729	490	0	109	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		23.4	23.4		31.4	31.4
Actuated g/C Ratio		0.36	0.36		0.48	0.48
v/c Ratio		0.57	0.73		0.13	0.15
Control Delay (s/veh)		17.9	8.5		11.9	3.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		17.9	8.5		11.9	3.5
LOS		B	A		B	A
Approach Delay (s/veh)		17.9	8.5		7.4	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

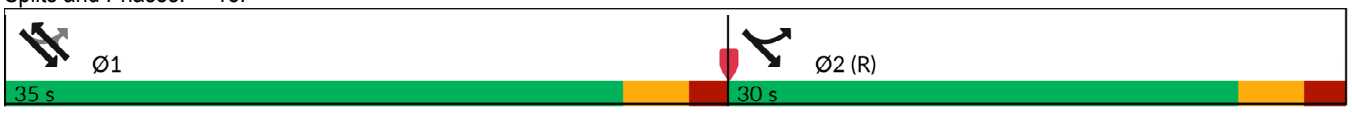


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	215	514	490	105	0	0
Future Volume (vph)	215	514	490	105	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.266					
Satd. Flow (perm)	495	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	215	514	490	105	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	514	490	105	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	23.4	23.4		
Actuated g/C Ratio	0.84	1.00	0.36	0.36		
v/c Ratio	0.21	0.15	0.73	0.16		
Control Delay (s/veh)	6.1	0.1	24.2	3.3		
Queue Delay	0.6	0.0	0.0	0.0		
Total Delay (s/veh)	6.7	0.1	24.2	3.3		
LOS	A	A	C	A		
Approach Delay (s/veh)		2.0	20.5			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

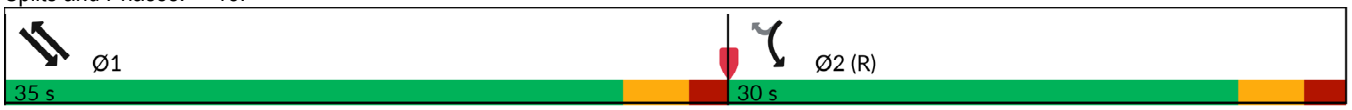


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	660	454	0	84	147
Future Volume (vph)	0	660	454	0	84	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						147
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	660	454	0	84	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	660	454	0	84	147
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		22.3	22.3		32.5	32.5
Actuated g/C Ratio		0.34	0.34		0.50	0.50
v/c Ratio		0.54	0.71		0.10	0.17
Control Delay (s/veh)		18.2	8.7		11.1	3.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		18.2	8.7		11.1	3.2
LOS		B	A		B	A
Approach Delay (s/veh)		18.2	8.7		6.0	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

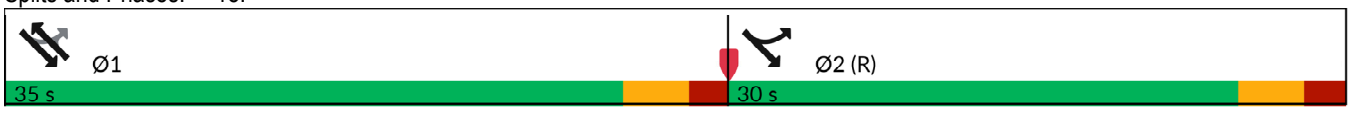


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	168	492	454	84	0	0
Future Volume (vph)	168	492	454	84	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.296					
Satd. Flow (perm)	551	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	168	492	454	84	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	492	454	84	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	22.7	22.7		
Actuated g/C Ratio	0.84	1.00	0.35	0.35		
v/c Ratio	0.16	0.14	0.70	0.14		
Control Delay (s/veh)	3.4	0.1	23.6	3.5		
Queue Delay	0.4	0.0	0.0	0.0		
Total Delay (s/veh)	3.9	0.1	23.6	3.5		
LOS	A	A	C	A		
Approach Delay (s/veh)		1.0	20.5			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 9.8		Intersection LOS: A	
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

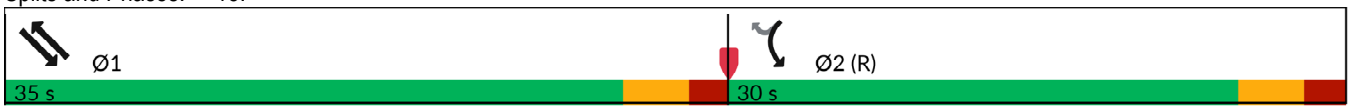


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	694	483	0	109	118
Future Volume (vph)	0	694	483	0	109	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						118
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	694	483	0	109	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	694	483	0	109	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		23.1	23.1		31.7	31.7
Actuated g/C Ratio		0.36	0.36		0.49	0.49
v/c Ratio		0.55	0.73		0.13	0.14
Control Delay (s/veh)		17.8	8.6		11.7	3.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		17.8	8.6		11.7	3.5
LOS		B	A		B	A
Approach Delay (s/veh)		17.8	8.6		7.4	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

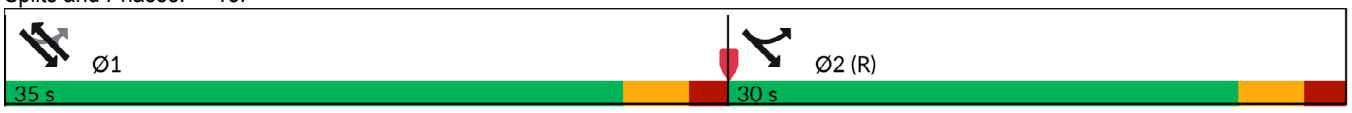


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	198	496	483	105	0	0
Future Volume (vph)	198	496	483	105	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.272					
Satd. Flow (perm)	507	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	198	496	483	105	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	496	483	105	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	23.3	23.3		
Actuated g/C Ratio	0.84	1.00	0.36	0.36		
v/c Ratio	0.19	0.14	0.73	0.17		
Control Delay (s/veh)	5.1	0.1	24.1	3.3		
Queue Delay	0.5	0.0	0.0	0.0		
Total Delay (s/veh)	5.7	0.1	24.1	3.3		
LOS	A	A	C	A		
Approach Delay (s/veh)		1.7	20.4			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 10.2		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

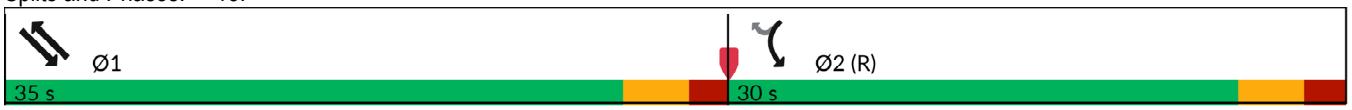


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	670	479	0	84	172
Future Volume (vph)	0	670	479	0	84	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						172
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	670	479	0	84	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	670	479	0	84	172
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		23.1	23.1		31.7	31.7
Actuated g/C Ratio		0.36	0.36		0.49	0.49
v/c Ratio		0.53	0.72		0.10	0.20
Control Delay (s/veh)		17.6	8.5		11.6	3.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		17.6	8.5		11.6	3.1
LOS		B	A		B	A
Approach Delay (s/veh)		17.6	8.5		5.9	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

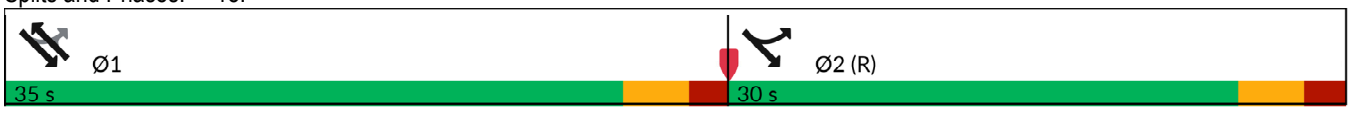


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	173	497	479	84	0	0
Future Volume (vph)	173	497	479	84	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.275					
Satd. Flow (perm)	512	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				84		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	173	497	479	84	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	497	479	84	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	23.2	23.2		
Actuated g/C Ratio	0.84	1.00	0.36	0.36		
v/c Ratio	0.17	0.14	0.72	0.14		
Control Delay (s/veh)	4.3	0.1	24.0	3.5		
Queue Delay	0.5	0.0	0.0	0.0		
Total Delay (s/veh)	4.7	0.1	24.0	3.5		
LOS	A	A	C	A		
Approach Delay (s/veh)		1.3	20.9			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:

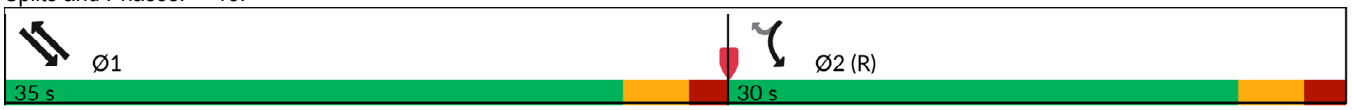


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	742	493	0	109	127
Future Volume (vph)	0	742	493	0	109	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	1863	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						127
Link Speed (mph)		30	30		30	
Link Distance (ft)		287	200		286	
Travel Time (s)		6.5	4.5		6.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	742	493	0	109	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	742	493	0	109	127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	1		1	1
Detector Template					Left	Right
Leading Detector (ft)		6	6		20	20
Trailing Detector (ft)		0	0		0	0
Detector 1 Position(ft)		0	0		0	0
Detector 1 Size(ft)		6	6		20	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Turn Type		NA	NA		Prot	Perm
Protected Phases		1	1		2	
Permitted Phases						2
Detector Phase		1	1		2	2
Switch Phase						
Minimum Initial (s)		15.0	15.0		6.0	6.0
Minimum Split (s)		24.0	24.0		24.2	24.2
Total Split (s)		35.0	35.0		30.0	30.0
Total Split (%)		53.8%	53.8%		46.2%	46.2%
Maximum Green (s)		30.0	30.0		24.8	24.8
Yellow Time (s)		3.2	3.2		3.2	3.2

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
All-Red Time (s)		1.8	1.8		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.2	5.2
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)		3.0	3.0		2.0	2.0
Recall Mode		None	None		C-Max	C-Max
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		12.0	12.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)		23.4	23.4		31.4	31.4
Actuated g/C Ratio		0.36	0.36		0.48	0.48
v/c Ratio		0.58	0.73		0.13	0.15
Control Delay (s/veh)		18.0	8.5		11.9	3.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		18.0	8.5		11.9	3.5
LOS		B	A		B	A
Approach Delay (s/veh)		18.0	8.5		7.4	
Approach LOS		B	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15:

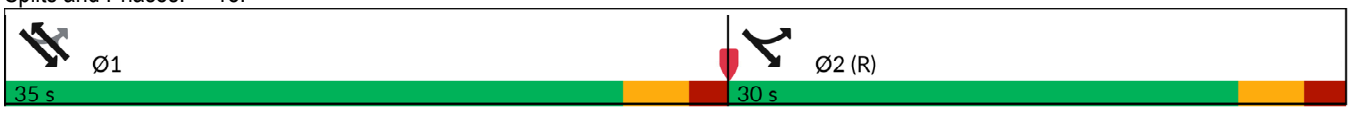


Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	222	520	493	105	0	0
Future Volume (vph)	222	520	493	105	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	127			132	0	0
Storage Lanes	1			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	1863	1583	0	0
Flt Permitted	0.262					
Satd. Flow (perm)	488	3539	1863	1583	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	348		259	
Travel Time (s)		4.5	7.9		5.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	222	520	493	105	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	520	493	105	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	
Detector Template	Left			Right	Left	
Leading Detector (ft)	20	6	6	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	20	6	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Turn Type	pm+pt	NA	NA	Perm		
Protected Phases	2	1 2	1			
Permitted Phases	1 2			1		
Detector Phase	2	1 2	1	1		
Switch Phase						
Minimum Initial (s)	6.0		15.0	15.0		
Minimum Split (s)	23.2		24.0	24.0		
Total Split (s)	30.0		35.0	35.0		

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Total Split (%)	46.2%		53.8%	53.8%		
Maximum Green (s)	24.8		30.0	30.0		
Yellow Time (s)	3.2		3.2	3.2		
All-Red Time (s)	2.0		1.8	1.8		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.2		5.0	5.0		
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	None		
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			12.0	12.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	54.6	65.0	23.4	23.4		
Actuated g/C Ratio	0.84	1.00	0.36	0.36		
v/c Ratio	0.22	0.15	0.73	0.16		
Control Delay (s/veh)	6.5	0.1	24.3	3.3		
Queue Delay	0.7	0.0	0.0	0.0		
Total Delay (s/veh)	7.2	0.1	24.3	3.3		
LOS	A	A	C	A		
Approach Delay (s/veh)		2.2	20.6			
Approach LOS		A	C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:SETL and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18:



Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	628	432	80	140
v/c Ratio	0.53	0.69	0.09	0.16
Control Delay (s/veh)	18.5	8.4	10.7	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.5	8.4	10.7	3.1
Queue Length 50th (ft)	104	14	15	0
Queue Length 95th (ft)	122	21	43	29
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	899	873
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.50	0.09	0.16

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	160	468	432	80
v/c Ratio	0.15	0.13	0.69	0.14
Control Delay (s/veh)	2.9	0.1	24.0	3.8
Queue Delay	0.4	0.0	0.0	0.0
Total Delay (s/veh)	3.3	0.1	24.0	3.8
Queue Length 50th (ft)	6	0	147	0
Queue Length 95th (ft)	24	0	190	20
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1089	3492	859	773
Starvation Cap Reductn	590	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.13	0.50	0.10

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	660	460	104	112
v/c Ratio	0.54	0.71	0.12	0.13
Control Delay (s/veh)	18.1	8.6	11.3	3.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.1	8.6	11.3	3.4
Queue Length 50th (ft)	108	16	20	0
Queue Length 95th (ft)	125	22	55	27
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	879	842
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.54	0.12	0.13

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	188	472	460	100
v/c Ratio	0.18	0.13	0.70	0.16
Control Delay (s/veh)	4.2	0.1	23.7	3.4
Queue Delay	0.5	0.0	0.0	0.0
Total Delay (s/veh)	4.7	0.1	23.7	3.4
Queue Length 50th (ft)	11	0	152	0
Queue Length 95th (ft)	33	0	201	22
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1059	3524	859	784
Starvation Cap Reductn	545	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.13	0.54	0.13

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	667	472	84	165
v/c Ratio	0.53	0.72	0.10	0.19
Control Delay (s/veh)	17.7	8.5	11.5	3.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	8.5	11.5	3.2
Queue Length 50th (ft)	106	15	17	0
Queue Length 95th (ft)	125	21	46	32
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	867	860
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.55	0.10	0.19

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	172	495	472	84
v/c Ratio	0.16	0.14	0.72	0.14
Control Delay (s/veh)	4.1	0.1	23.9	3.5
Queue Delay	0.5	0.0	0.0	0.0
Total Delay (s/veh)	4.5	0.1	23.9	3.5
Queue Length 50th (ft)	9	0	156	0
Queue Length 95th (ft)	31	0	208	20
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1048	3519	859	775
Starvation Cap Reductn	546	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.14	0.55	0.11

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	729	490	109	125
v/c Ratio	0.57	0.73	0.13	0.15
Control Delay (s/veh)	17.9	8.5	11.9	3.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	8.5	11.9	3.5
Queue Length 50th (ft)	117	15	23	0
Queue Length 95th (ft)	138	21	58	28
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	855	829
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.57	0.13	0.15

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	215	514	490	105
v/c Ratio	0.21	0.15	0.73	0.16
Control Delay (s/veh)	6.1	0.1	24.2	3.3
Queue Delay	0.6	0.0	0.0	0.0
Total Delay (s/veh)	6.7	0.1	24.2	3.3
Queue Length 50th (ft)	17	0	161	0
Queue Length 95th (ft)	50	0	218	22
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1031	3513	859	787
Starvation Cap Reductn	523	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.15	0.57	0.13

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	660	454	84	147
v/c Ratio	0.54	0.71	0.10	0.17
Control Delay (s/veh)	18.2	8.7	11.1	3.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.2	8.7	11.1	3.2
Queue Length 50th (ft)	108	16	16	0
Queue Length 95th (ft)	126	22	46	30
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	884	864
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.53	0.10	0.17

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	168	492	454	84
v/c Ratio	0.16	0.14	0.70	0.14
Control Delay (s/veh)	3.4	0.1	23.6	3.5
Queue Delay	0.4	0.0	0.0	0.0
Total Delay (s/veh)	3.9	0.1	23.6	3.5
Queue Length 50th (ft)	8	0	151	0
Queue Length 95th (ft)	27	0	199	20
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1065	3472	859	775
Starvation Cap Reductn	559	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.14	0.53	0.11

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	694	483	109	118
v/c Ratio	0.55	0.73	0.13	0.14
Control Delay (s/veh)	17.8	8.6	11.7	3.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	8.6	11.7	3.5
Queue Length 50th (ft)	110	15	23	0
Queue Length 95th (ft)	131	21	58	28
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	862	831
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.56	0.13	0.14

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	198	496	483	105
v/c Ratio	0.19	0.14	0.73	0.17
Control Delay (s/veh)	5.1	0.1	24.1	3.3
Queue Delay	0.5	0.0	0.0	0.0
Total Delay (s/veh)	5.7	0.1	24.1	3.3
Queue Length 50th (ft)	13	0	159	0
Queue Length 95th (ft)	40	0	214	22
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1038	3515	859	787
Starvation Cap Reductn	528	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.14	0.56	0.13

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	670	479	84	172
v/c Ratio	0.53	0.72	0.10	0.20
Control Delay (s/veh)	17.6	8.5	11.6	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	8.5	11.6	3.1
Queue Length 50th (ft)	106	15	17	0
Queue Length 95th (ft)	125	21	46	33
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	863	860
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.56	0.10	0.20

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	173	497	479	84
v/c Ratio	0.17	0.14	0.72	0.14
Control Delay (s/veh)	4.3	0.1	24.0	3.5
Queue Delay	0.5	0.0	0.0	0.0
Total Delay (s/veh)	4.7	0.1	24.0	3.5
Queue Length 50th (ft)	9	0	158	0
Queue Length 95th (ft)	32	0	212	20
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1042	3517	859	775
Starvation Cap Reductn	541	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.14	0.56	0.11

Intersection Summary

Lane Group	SET	NWT	SWL	SWR
Lane Group Flow (vph)	742	493	109	127
v/c Ratio	0.58	0.73	0.13	0.15
Control Delay (s/veh)	18.0	8.5	11.9	3.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	8.5	11.9	3.5
Queue Length 50th (ft)	119	15	23	0
Queue Length 95th (ft)	141	22	58	29
Internal Link Dist (ft)	207	120	206	
Turn Bay Length (ft)				
Base Capacity (vph)	1633	859	854	829
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.57	0.13	0.15

Intersection Summary

Lane Group	SEL	SET	NWT	NWR
Lane Group Flow (vph)	222	520	493	105
v/c Ratio	0.22	0.15	0.73	0.16
Control Delay (s/veh)	6.5	0.1	24.3	3.3
Queue Delay	0.7	0.0	0.0	0.0
Total Delay (s/veh)	7.2	0.1	24.3	3.3
Queue Length 50th (ft)	20	0	162	0
Queue Length 95th (ft)	54	0	220	22
Internal Link Dist (ft)		120	268	
Turn Bay Length (ft)	127			132
Base Capacity (vph)	1028	3512	859	787
Starvation Cap Reductn	521	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.15	0.57	0.13

Intersection Summary

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	84	376	12	24	388	56	36	12	108	20	12	28
Future Volume (vph)	84	376	12	24	388	56	36	12	108	20	12	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.981			0.907			0.937	
Flt Protected	0.950			0.950				0.989			0.984	
Satd. Flow (prot)	1770	1853	0	1770	1827	0	0	1671	0	0	1717	0
Flt Permitted	0.950			0.950				0.989			0.984	
Satd. Flow (perm)	1770	1853	0	1770	1827	0	0	1671	0	0	1717	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	84	376	12	24	388	56	36	12	108	20	12	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	388	0	24	444	0	0	156	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	364	24	36	372	84	40	28	112	24	16	16
Future Volume (vph)	160	364	24	36	372	84	40	28	112	24	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.972			0.916			0.961	
Flt Protected	0.950			0.950				0.989			0.979	
Satd. Flow (prot)	1770	1846	0	1770	1811	0	0	1688	0	0	1753	0
Flt Permitted	0.950			0.950				0.989			0.979	
Satd. Flow (perm)	1770	1846	0	1770	1811	0	0	1688	0	0	1753	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	160	364	24	36	372	84	40	28	112	24	16	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	388	0	36	456	0	0	180	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	106	395	13	25	408	73	41	16	117	21	16	29
Future Volume (vph)	106	395	13	25	408	73	41	16	117	21	16	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.977			0.909			0.941	
Flt Protected	0.950			0.950				0.988			0.984	
Satd. Flow (prot)	1770	1853	0	1770	1820	0	0	1673	0	0	1725	0
Flt Permitted	0.950			0.950				0.988			0.984	
Satd. Flow (perm)	1770	1853	0	1770	1820	0	0	1673	0	0	1725	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	106	395	13	25	408	73	41	16	117	21	16	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	408	0	25	481	0	0	174	0	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	175	383	25	38	391	95	56	36	132	21	20	17
Future Volume (vph)	175	383	25	38	391	95	56	36	132	21	20	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.971			0.920			0.960	
Flt Protected	0.950			0.950				0.988			0.982	
Satd. Flow (prot)	1770	1846	0	1770	1809	0	0	1693	0	0	1756	0
Flt Permitted	0.950			0.950				0.988			0.982	
Satd. Flow (perm)	1770	1846	0	1770	1809	0	0	1693	0	0	1756	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	175	383	25	38	391	95	56	36	132	21	20	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	408	0	38	486	0	0	224	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	88	395	13	25	408	59	38	13	114	21	13	29
Future Volume (vph)	88	395	13	25	408	59	38	13	114	21	13	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.981			0.907			0.938	
Flt Protected	0.950			0.950				0.989			0.984	
Satd. Flow (prot)	1770	1853	0	1770	1827	0	0	1671	0	0	1719	0
Flt Permitted	0.950			0.950				0.989			0.984	
Satd. Flow (perm)	1770	1853	0	1770	1827	0	0	1671	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	88	395	13	25	408	59	38	13	114	21	13	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	408	0	25	467	0	0	165	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

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

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	383	25	38	408	88	42	29	118	25	29	17
Future Volume (vph)	168	383	25	38	408	88	42	29	118	25	29	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.973			0.916			0.968	
Flt Protected	0.950			0.950				0.989			0.983	
Satd. Flow (prot)	1770	1846	0	1770	1812	0	0	1688	0	0	1772	0
Flt Permitted	0.950			0.950				0.989			0.983	
Satd. Flow (perm)	1770	1846	0	1770	1812	0	0	1688	0	0	1772	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	168	383	25	38	408	88	42	29	118	25	29	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	408	0	38	496	0	0	189	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	113	395	13	25	408	79	43	18	118	21	18	29
Future Volume (vph)	113	395	13	25	408	79	43	18	118	21	18	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.976			0.911			0.942	
Flt Protected	0.950			0.950				0.988			0.985	
Satd. Flow (prot)	1770	1853	0	1770	1818	0	0	1677	0	0	1728	0
Flt Permitted	0.950			0.950				0.988			0.985	
Satd. Flow (perm)	1770	1853	0	1770	1818	0	0	1677	0	0	1728	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	113	395	13	25	408	79	43	18	118	21	18	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	408	0	25	487	0	0	179	0	0	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	178	383	25	38	391	98	61	39	137	25	22	17
Future Volume (vph)	178	383	25	38	391	98	61	39	137	25	22	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	104		0	78		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.970			0.922			0.964	
Flt Protected	0.950			0.950				0.987			0.981	
Satd. Flow (prot)	1770	1846	0	1770	1807	0	0	1695	0	0	1762	0
Flt Permitted	0.950			0.950				0.987			0.981	
Satd. Flow (perm)	1770	1846	0	1770	1807	0	0	1695	0	0	1762	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		105			175			442			285	
Travel Time (s)		2.4			4.0			10.0			6.5	
Peak Hour 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
Adj. Flow (vph)	178	383	25	38	391	98	61	39	137	25	22	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	408	0	38	489	0	0	237	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

APPENDIX C

DOT TRAFFIC SIGNAL TIMING

TE 4D (8/82) STATE OF NEW YORK-DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS

STUDY: 608-3066 CONTRACT: 0259816 FILE: 46.12-15
SIGNAL #: 4100 COUNTY: STEUBEN PAGE: OF
[] CITY, [X] VILLAGE, [] TOWN OF PAINTED POST
DEPARTMENT ORDER FILED AS SECTION 2046.15
(DATE) SUBDIVISION (i)
PRIOR SPECIFICATIONS HEREBY SUPERCEDED: [] NONE [X] 7-30-02

PURPOSE: RECONSTRUCTION OF TRAFFIC SIGNAL

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE [X] INSTALLATION, [] MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFORMING TO THE STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

I. THIS SIGNAL SHALL:

A. OPERATE IN ACCORDANCE WITH THE TABLE OF OPERATIONS AND/OR CHANGE INTERVALS AS SHOWN ON PAGE(S) 3 AS A:
- [] PRETIMED SIGNAL
- [X] SEMI-TRAFFIC ACTUATED SIGNAL
- [] FULL-TRAFFIC ACTUATED SIGNAL
- [X] PEDESTRIAN ACTUATED SIGNAL
- [] OTHER

B. [X] DISPLAY VEHICULAR INDICATIONS
[X] DISPLAY PEDESTRIAN INDICATIONS
[X] BE EQUIPPED WITH VEHICLE DETECTORS
[] BE EQUIPPED WITH PEDESTRIAN PUSHBUTTONS
AS SHOWN IN THE [X] SCHEMATIC, [] SCALED DRAWING ON PAGE 2

C. BE EQUIPPED WITH [] PRE-EMPTION, [X] INTERCONNECTION AND/OR COORDINATION WHICH ARE DESCRIBED AS FOLLOWS:

COORDINATED WITH SIGNAL # 4097

7/7/08 Carl Washburn CE-II
(DATE) (SIGNATURE) (TITLE)

cc: [] MAIN OFFICE
[] REGION 6 TRAFFIC ENGINEER
[]
[]

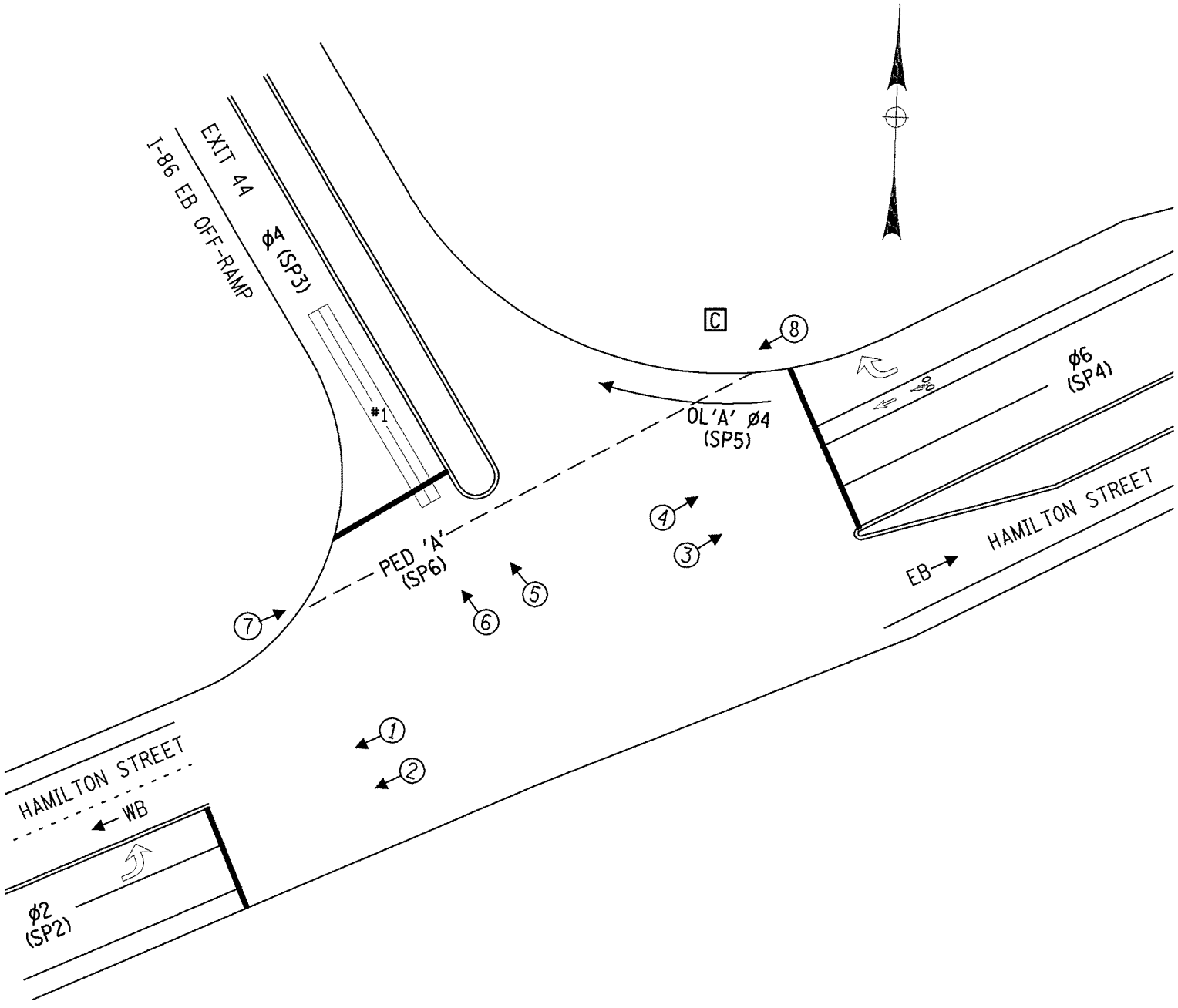
INSTALLATION DATE:

MODIFICATION DATE:

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

Study: 608-3066
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4100	STEUBEN	7/1/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

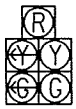
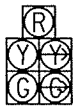


TE 5b (8/82)

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

Study: 608-3066
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4100	STEUBEN	7/1/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

OPERATION TABLE							
Ø \ FACE	1	2	3	4	5	6	PED 'A'
2	G	G	R	R	R	R	DW
6	R	R	G	G	R	R	W*
2+6	G	G	G	G	R	R	W*
4	R	R	R	R	G	G	DW
FLASH	F.Y.	F.Y.	F.Y.	F.Y.	F.R.	F.R.	OUT
SIGNAL FACE DISPLAYS							
300 mm DIAMETER LENSES							

*At its onset, the associated phase displays a steady "walking person", and continues to rest in walk until there is a serviceable conflicting call. At the onset of the pedestrian change interval, both a flashing "upraised hand" and a countdown pedestrian signal, which indicates of the number of seconds remaining in the pedestrian change interval, is displayed.

CLEARANCE TABLE			
CLEARANCE	FROM / TO	R	G
1ST	R	R	Y
2ND		R	R
1ST	G	R	G
2ND		R	G

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

Study: 608-3066
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4100	STEUBEN	7/1/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF SWITCHPACKS

SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD	
					TERMINAL	WIRE COLOR CODE
1	NOT USED	1 HAM LEFT	WHITE	-	-	-
				~~Y~~	SP 1Y	14/19C-1-O
				~~G~~	SP 1G	14/19C-1-G
				GROUND WIRE	GRND. BUS	14/19C-1-W
2	ø2	1,2 HAM EB	YELLOW	R	SP 2R	14/19C-1-R/B
				Y	SP 2Y	14/19C-1-O/B
				G	SP 2G	14/19C-1-G/B
				GROUND WIRE	GRND. BUS	14/19C-1-W/B
3	ø4	5,6 OFF-RAMP	RED	R	SP 3R	14/19C-1-R/W
				Y	SP 3Y	14/19C-1-BL/W
				G	SP 3G	14/19C-1-G/W
				GROUND WIRE	GRND. BUS	14/19C-1-B/W
4	ø6	3,4 HAM WB	YELLOW	R	SP 4R	14/19C-2-R
				Y	SP 4Y	14/19C-2-O
				G	SP 4G	14/19C-2-G
				GROUND WIRE	GRND. BUS	14/19C-2-W
5	OL'A' ø4	4 HAM RT	WHITE	-	-	-
				~~Y~~	SP 5Y	14/19C-2-O/B
				~~G~~	SP 5G	14/19C-2-G/B
				GROUND WIRE	GRND. BUS	14/19C-2-W/B
6	PED'A' ø6	7,8	WHITE	HAND	SP 6R	14/5C-1-R | 14/5C-2-R
				MAN	SP 6G	14/5C-1-G | 14/5C-2-G
				GROUND WIRE	GRND. BUS	14/5C-1-W | 14/5C-2-W
7					SP 7R	
					SP 7G	
					GRND. BUS	
8						
9						
10						
11						
12						
13						
14						

COLORS: R-RED, O-ORANGE, G-GREEN, BL-BLUE, W-WHITE, B-BLACK

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

Study: 608-3066
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4100	STEUBEN	7/1/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B	ø4	1	222		PRES. LOOP - EB OFF-RAMP
2A, 2B					
3A, 3B					
4A, 4B					
5A, 5B					
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green				6				
Gap, Ext				2				
Max 1		40		40		40		
Max 2								
Yel Clearance		3.6		3.1		3.6		
Red Clearance		3.4		3.4		3.4		
Walk						7		
Ped Clearance						28		
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

ID: 4100 Hamilton @ I86 Ex 44 EB Ramp

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

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	80	63	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coor	0	58	0	22	0	58	0	22	13 Coor	0	0	0	0	0	0	0	0
2	NON	MAX	NON	NON	NON	MxP	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
2 Coor	0	0	0	0	0	0	0	0	14 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
3 Coor	0	0	0	0	0	0	0	0	15 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
4 Coor	0	0	0	0	0	0	0	0	16 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
5 Coor	0	0	0	0	0	0	0	0	17 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
6 Coor	0	0	0	0	0	0	0	0	18 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
7 Coor	0	0	0	0	0	0	0	0	19 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
8 Coor	0	0	0	0	0	0	0	0	20 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
9 Coor	0	0	0	0	0	0	0	0	21 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
10 Coor	0	0	0	0	0	0	0	0	22 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
11 Coor	0	0	0	0	0	0	0	0	23 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
12 Coor	0	0	0	0	0	0	0	0	24 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON

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

STD8

Ring/Startup [1.1.4]

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

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	P3478_INH
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	CHANNEL
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

10/27/17 **Page 1**

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

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

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

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	USER	BIU Map	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

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

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

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

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

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

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

Low Priority Preempts

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

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase				
1					
2					
3					
4					
5					
6					

Preemption Options+ [3.6]

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

Annual Schedule [4.3]	Month of Year												Day of Week							Date																													DayLink	
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1													On	On	On	On	On	On	On																																	1	
2																																																			1	
3																																																			1	
4																																																			1	
5																																																			1	
6																																																			1	
7																																																			1	
8																																																			1	
9																																																			1	
10																																																			1	
11																																																			1	
12																																																			1	
13																																																			1	
14																																																			1	
15																																																			1	
16																																																			1	
17																																																			1	
18																																																			1	
19																																																			1	
20																																																			1	
21																																																			1	
22																																																			1	
23																																																			1	
24																																																			1	

Day Plans [4.4]

Day Plan 1

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

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	189	Unused
I1-4	189	Unused
I1-5	189	Unused
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

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

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

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

C11S-USER IO Map [1.8.9.2 Out]

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

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

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

Com Parameters [6.1]

Station ID	4100
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

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

Redirect Phases[1.1.5]

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

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

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

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

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

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

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

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

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

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

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

EXXX1(8/82)

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

STUDY: 608-3104 CONTRACT: FILE: 46.12-415
SIGNAL #: 4002 COUNTY: STEUBEN PAGE: 1 OF 18
[] CITY, [X] VILLAGE, [] TOWN OF PAINTED POST
DEPARTMENT ORDER FILED AS SECTION 2146.12
(DATE) SUBDIVISION (a)
PRIOR SPECIFICATIONS HEREBY SUPERCEDED: [] NONE [X] JULY 7, 1983

PURPOSE: INSTALL 179 MICRO.

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE [] INSTALLATION, [X] MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFORMING TO THE STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

I. THIS SIGNAL SHALL:

A. OPERATE IN ACCORDANCE WITH THE TABLE OF OPERATIONS AND/OR CHANGE INTERVALS AS SHOWN ON PAGE(S) 3 AS A:
- [] PRETIMED SIGNAL
- [] SEMI-TRAFFIC ACTUATED SIGNAL
- [X] FULL-TRAFFIC ACTUATED SIGNAL
- [] PEDESTRIAN ACTUATED SIGNAL
- [] OTHER

B. [X] DISPLAY VEHICULAR INDICATIONS
[] DISPLAY PEDESTRIAN INDICATIONS
[X] BE EQUIPPED WITH VEHICLE DETECTORS
[X] BE EQUIPPED WITH PEDESTRIAN PUSHBUTTONS
AS SHOWN IN THE [X] SCHEMATIC, [] SCALED DRAWING ON PAGE 2

C. BE EQUIPPED WITH [] PRE-EMPTION, [] INTERCONNECTION AND/OR COORDINATION WHICH ARE DESCRIBED AS FOLLOWS:

3/11/99 Carl Washburn CE-II
(DATE) (SIGNATURE) (TITLE)

cc: [] MAIN OFFICE
[] REGION 6 TRAFFIC ENGINEER
[]
[]

INSTALLATION DATE:

MODIFICATION DATE: 01/27/99

OK 10/28/08

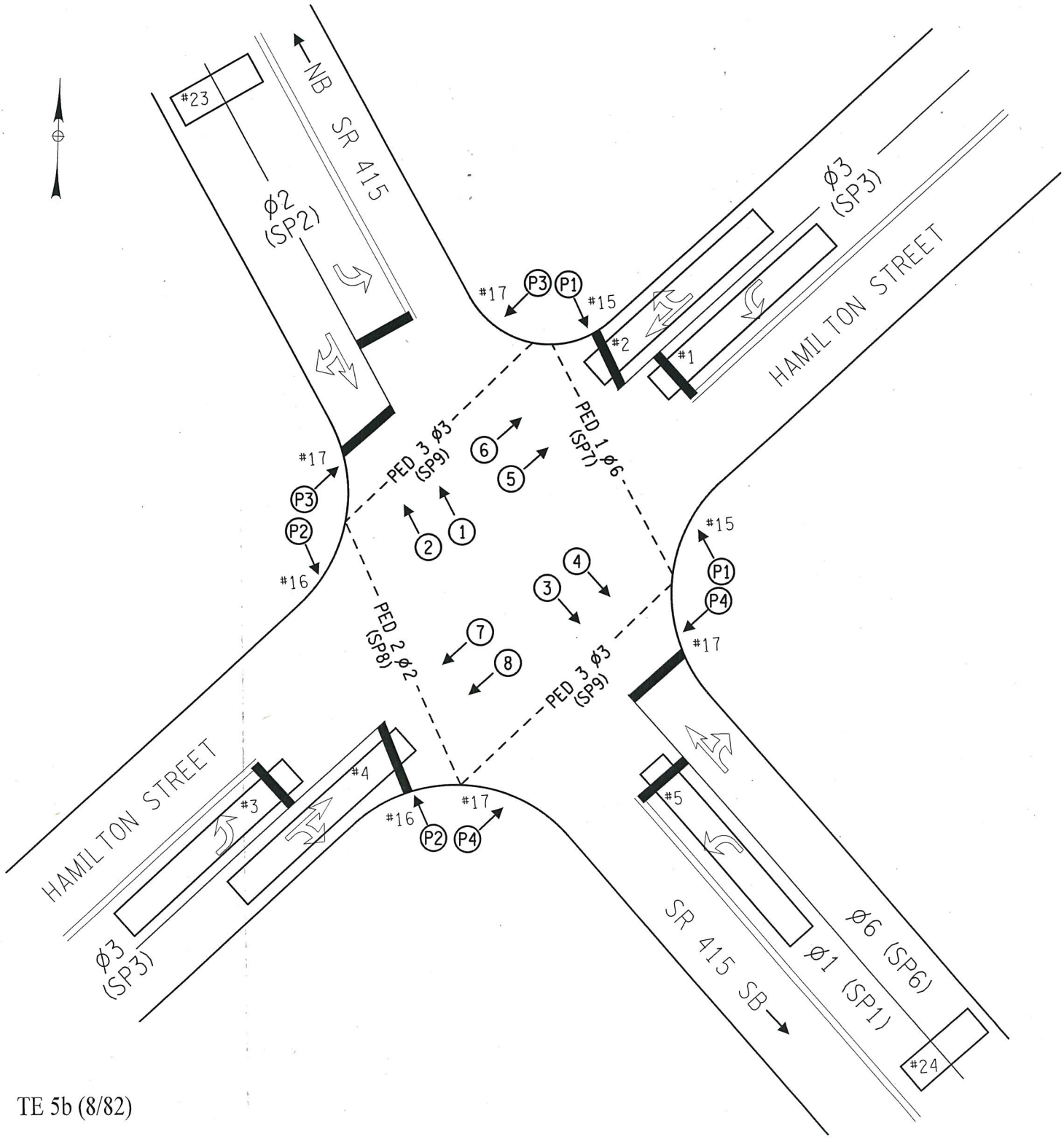
CONVERTED TO 2070 CONTROLLER 10/28/08

12/15/10 ADDED PED OUTPUTS

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

Study: 610-3014
Contract:
P.I.N.:
File: 46.12-415

4002	STEUBEN	DEC 2010	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	



TE 5b (8/82)

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

Study: 610-3014
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4002	STEUBEN	DEC/2010	PAGE_____OF_____PAGES
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TABLE OF OPERATIONS

FACE Ø	1	2	3	4	5	6	7	8	P1	P2	P3,P4
STARTUP	G	G	G	G	R	R	R	R	✋	✋	✋
1	R	R	←G,R	R	R	R	R	R	✋	✋	✋
2	G	G	R	R	R	R	R	R	✋	🚶*	✋
6	R	R	G	G	R	R	R	R	🚶*	✋	✋
1+6	R	R	←G,G	G	R	R	R	R	🚶*	✋	✋
2+6	G	G	G	G	R	R	R	R	🚶*	🚶*	✋
3	R	R	R	R	G	G	G	G	✋	✋	🚶*
FLASH	F.R.	F.R.	F.R.	F.R.	F.R.	F.R.	F.R.	F.R.	OUT	OUT	OUT
SIGNAL FACE DISPLAYS											
12 INCH DIAMETER LENSES	R Y G	R Y G	R Y G ←	R Y G	R Y G	R Y G	R Y G	R Y G	CLOCK	CLOCK	CLOCK

* UPON ACTIVATION OF THE PEDESTRIAN BUTTON, THE ASSOCIATED PHASE DISPLAYS A STEADY "WALKING PERSON" IMMEDIATELY FOLLOWED BY THE DISPLAY OF BOTH A FLASHING "UPRAISED HAND" AND A COUNTDOWN OF SECONDS REMAINING IN THE PEDESTRIAN CHANGE INTERVAL.

TABLE OF CLEARANCES

CLEARANCE	FROM / TO	R	G	←G, R	←G, G
1ST	R	R	Y	←Y, R	←Y, Y
2ND		R	R	R	R
1ST	G	R	G	←Y, R	←Y, G
2ND		R	G	R	G
1ST	←G, R	R	Y	←G, R	←G, Y
2ND		R	R	←G, R	←G, R
1ST	←G, G	R	G	←G, R	←G, G
2ND		R	G	←G, R	←G, G

R = CIRCULAR RED ←R = LEFT RED ARROW
Y = CIRCULAR YELLOW ←Y = LEFT YELLOW ARROW
G = CIRCULAR GREEN ←G = LEFT GREEN ARROW

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

Study: 610-3014
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4002 SIGNAL NO(S). | STEUBEN COUNTY | DEC 2010 DATE | PAGE_____OF_____PAGES

TABLE OF SWITCHPACKS

SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD		
					TERMINAL	WIRE COLOR CODE	
1	ø1	3	WHITE	-	-	-	
				~~Y~~	SP1Y	14-12C-2-BL/B	
				~~G~~	SP1G	14-12C-2-B	
				GRND. WIRE	GRD. BUS	14-12C-2-W	
2	ø2	1,2	RED	R	SP2R	14-12C-1-R	
				Y	SP2Y	14-12C-1-O	
				G	SP2G	14-12C-1-G	
				GRND. WIRE	GRD. BUS	14-12C-1-W	
3	ø3	5,6 7,8	RED	R	SP3R	14-12C-2-R/B	14-12C-1-R/B
				Y	SP3Y	14-12C-2-O/B	14-12C-1-O/B
				G	SP3G	14-12C-2-G/B	14-12C-1-G/B
				GRND. WIRE	GRD. BUS	14-12C-2-W	14-12C-1-W
4							
5							
6	ø6	3,4	RED	R	SP6R	14-12C-2-R	
				Y	SP6Y	14-12C-2-O	
				G	SP6G	14-12C-2-G	
				GRND. WIRE	GRD. BUS	14-12C-2-W	
7	PED 1 ø6	P1	WHITE	HAND	SP7R	14-5C-1-R	
					-	-	
				MAN	SP7G	14-5C-1-G	
				GRND. WIRE	GRD. BUS	14-5C-1-W	
8	PED 2 ø2	P2	WHITE	HAND	SP8R	14-5C-2-R	
					-	-	
				MAN	SP8G	14-5C-2-G	
				GRND. WIRE	GRD. BUS	14-5C-2-W	
9	PED 3 ø3	P3 P4	WHITE	HAND	SP9R	14-5C-3-R	14-5C-4-R
					-	-	-
				MAN	SP9G	14-5C-3-G	14-5C-4-G
				GRND. WIRE	GRD. BUS	14-5C-3-W	14-5C-4-W
10					SP10R		
					SP10Y		
					SP10G		
					GRD. BUS		
11					SP11R		
					SP11Y		
					SP11G		
					GRD. BUS		
12					SP12R		
					SP12Y		
					SP12G		
					GRD. BUS		
13					SP13R		
					SP13Y		
					SP13G		
					GRD. BUS		
14					SP14R		
					SP14Y		
					SP14G		
					GRD. BUS		

COLORS: R-RED, O-ORANGE, G-GREEN, BL-BLUE, W-WHITE, B-BLACK

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

Study: 610-3014
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P.I.N.:
File: 46.12-415

4002	STEUBEN	DEC 2010	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF INPUT WIRING					
TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B	ø3	1	222		PRES. LOOP - HAMILTON SB
2A, 2B	ø3	2			PRES. LOOP - HAMILTON SB
3A, 3B	ø3	3	222		PRES. LOOP - HAMILTON NB
4A, 4B	ø3	4			PRES. LOOP - HAMILTON NB
5A, 5B	ø1	5	222		PRES. LOOP - SR 415 LEFT
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B					
14A, 14B					
15A, 15B	PED1 ø6	15	242		PED CROSSING HAMILTON, NORTH
16A, 16B	PED2 ø2	16			PED CROSSING HAMILTON, SOUTH
17A, 17B	PED3 ø3	17	242		PED CROSSING SR 415
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	ø2	23	222		SPOT LOOP - SR 415 EB
24A, 24B	ø6	24			SPOT LOOP - SR 415 WB
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TE XXX-1R (8/1/85) TABLE OF SWITCH PACKS

TAPS
STUDY #____
FILE #____
PAGE OF

SIGNAL #4002 COUNTY #_____ DATE 10/2008

8002

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
1-6			7	1
2-6			8	4
1-7			9	5
2-7				7
2-8				8
3-9				9
				10
				11
				12
				13
				14
				15
				16

NOTES:

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	6	12	6			12		
Gap, Ext	2	3.5	3			3.5		
Max 1	40	45	40			45		
Max 2								
Yel Clearance	3.2	3.2	3.2			3.2		
Red Clearance	2	1.7	1.7			1.7		
Walk		7	7			7		
Ped Clearance		15	15			15		
Red Revert								
Add Initial		2.1				2.1		
Max Initial		20				20		
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

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

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

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coord	0	0	0	0	0	0	0	0	13 Coord	0	0	0	0	0	0	0	0
2 Coord	0 OMT	0	0	0	0	0	0	0	14 Coord	0	0	0	0	0	0	0	0
3 Coord	0	0	0	0	0	0	0	0	15 Coord	0	0	0	0	0	0	0	0
4 Coord	0	0	0	0	0	0	0	0	16 Coord	0	0	0	0	0	0	0	0
5 Coord	0	0	0	0	0	0	0	0	17 Coord	0	0	0	0	0	0	0	0
6 Coord	0	0	0	0	0	0	0	0	18 Coord	0	0	0	0	0	0	0	0
7 Coord	0	0	0	0	0	0	0	0	19 Coord	0	0	0	0	0	0	0	0
8 Coord	0	0	0	0	0	0	0	0	20 Coord	0	0	0	0	0	0	0	0
9 Coord	0	0	0	0	0	0	0	0	21 Coord	0	0	0	0	0	0	0	0
10 Coord	0	0	0	0	0	0	0	0	22 Coord	0	0	0	0	0	0	0	0
11 Coord	0	0	0	0	0	0	0	0	23 Coord	0	0	0	0	0	0	0	0
12 Coord	0	0	0	0	0	0	0	0	24 Coord	0	0	0	0	0	0	0	0

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

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	**1**
2	1	GREEN	**1**
3	1	RED	**1**
4	1	RED	**0**
5	2	RED	**0**
6	2	GREEN	**1**
7	2	RED	**0**
8	2	RED	**0**

Coord Modes [2.1]

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

Auto Flash [1.4.1]

Auto Flash	CHANNEL
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	**STD8**
IO Mode	**USER**
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	**OFF**
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

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

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

| | | |

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

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

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	6	0	15	0
2	2	0	15	0
3	3	0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

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

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	90	2			ON
4					ON
5					ON
6					ON

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

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

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

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

Annual Schedule [4.3] Month of Year Day of Week Date Day Plan Link To

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

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	0	0	2
2	6	0	1
3	22	0	2
4			
5			
6			
7			
8			

Day Plan 2

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 4

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 5

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 6

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 7

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 8

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 9

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 10

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 11

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 12

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 13

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 14

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 15

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	129	Ped Call 1
I2-8	130	Ped Call 2
I3-1	131	Ped Call 3
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	23	Veh Call 23
I3-8	24	Veh Call 24
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

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

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

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

C11S-USER IO Map [1.8.9.2 Out]

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

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0
I	0	=	I	0	----	I	0	----	I	0	DLY 0

Security Access Levels [8.2]

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

Com Parameters [6.1]

Station ID	4002
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

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

Redirect Phases[1.1.5]

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

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

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

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

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

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

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

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

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

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

TE 4D (8/82) STATE OF NEW YORK-DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS

STUDY: 608-3037 CONTRACT: FILE: 46.12-180
SIGNAL #: 4010 COUNTY: STEUBEN PAGE: OF
[] CITY, [X] VILLAGE, [] TOWN OF PAINTED POST
DEPARTMENT ORDER FILED 2/2/89 (DATE) AS SECTION 46.12 SUBDIVISION (d)
PRIOR SPECIFICATIONS HEREBY SUPERCEDED: [] NONE [X] 2/15/08

PURPOSE: RECONSTRUCTED SIGNAL UNDER D259816

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE [] INSTALLATION, [X] MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFORMING TO THE STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

I. THIS SIGNAL SHALL:

A. OPERATE IN ACCORDANCE WITH THE TABLE OF OPERATIONS AND/OR CHANGE INTERVALS AS SHOWN ON PAGE(S) 3 AS A:
- [] PRETIMED SIGNAL
- [X] SEMI-TRAFFIC ACTUATED SIGNAL
- [] FULL-TRAFFIC ACTUATED SIGNAL
- [X] PEDESTRIAN ACTUATED SIGNAL
- [] OTHER

B. [X] DISPLAY VEHICULAR INDICATIONS
[] DISPLAY PEDESTRIAN INDICATIONS
[X] BE EQUIPPED WITH VEHICLE DETECTORS
[X] BE EQUIPPED WITH PEDESTRIAN PUSHBUTTONS
AS SHOWN IN THE [X] SCHEMATIC, [] SCALED DRAWING ON PAGE 2

C. BE EQUIPPED WITH [] PRE-EMPTION, [] INTERCONNECTION AND/OR COORDINATION WHICH ARE DESCRIBED AS FOLLOWS:

4/2/08 Carl Rastetter CE-II
(DATE) (SIGNATURE) (TITLE)

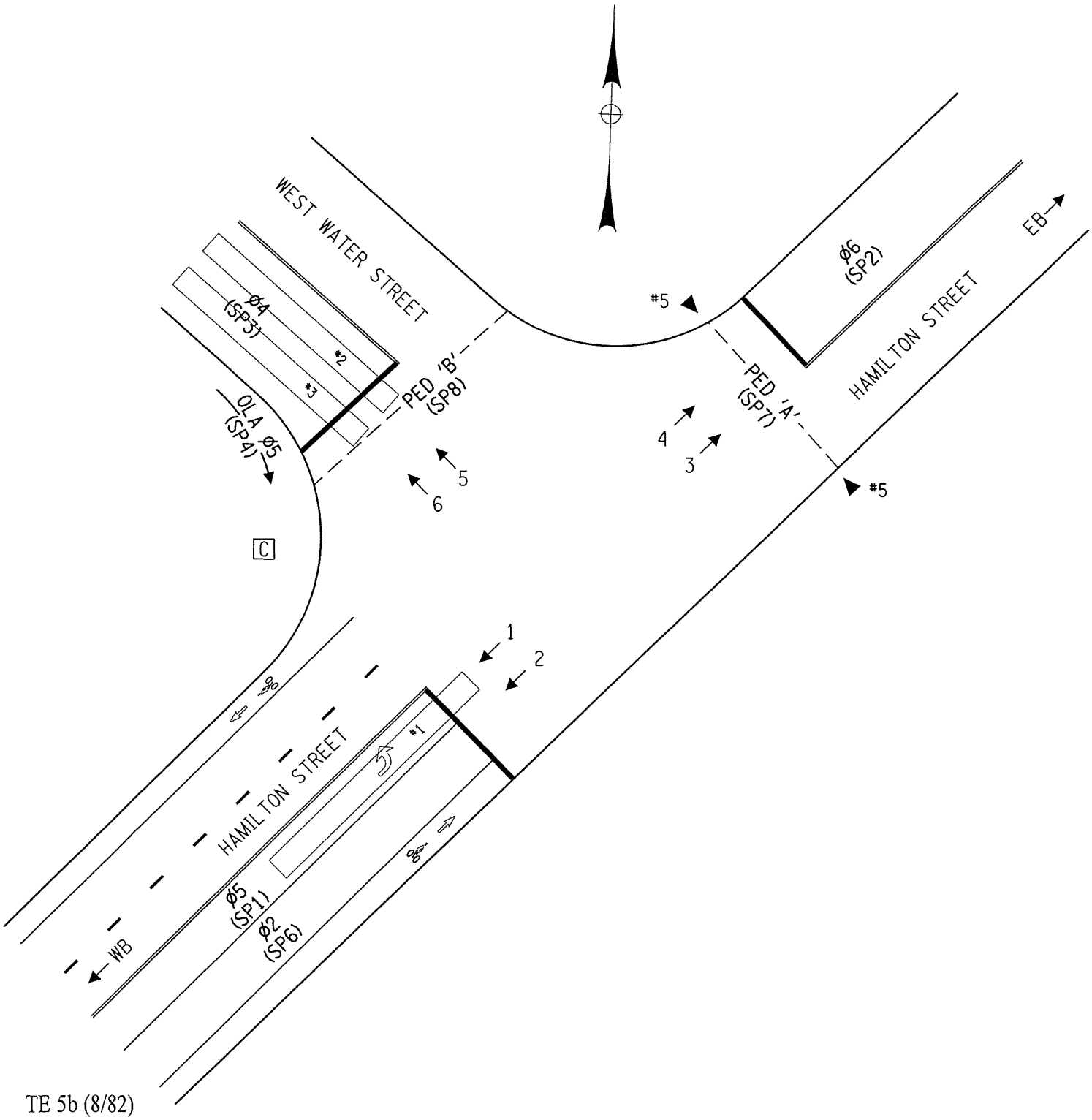
cc: [] MAIN OFFICE
[] REGION 6 TRAFFIC ENGINEER
[]
[]

INSTALLATION DATE:
MODIFICATION DATE: 4/3/08

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

Study: 608-3037
Contract: D259816
P.I.N.: 6008.07
File: 46.12-180

4010	STEUBEN	7/3/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	



TE 5b (8/82)

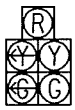
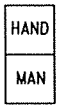
STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

Study: 608-3037
Contract: D259816
P.I.N.: 6008.07
File: 46.12-180

4010	STEUBEN	7/3/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF OPERATIONS

FACES

PHASES	1	2	3	4	5	6	PED 'A'	PED 'B'
5	←G, R	R	R	R	R	R, G→	DW	DW
6	R	R	G	G	R	R	DW	W*
2	G	G	R	R	R	R	DW	DW
2+5	←G, G	G	R	R	R	R, G→	DW	DW
2+6	G	G	G	G	R	R	DW	W*
4	R	R	R	R	G	G	W**	DW
FLASH	F.Y.	F.Y.	F.Y.	F.Y.	F.R.	F.R.	OUT	OUT
SIGNAL FACE DISPLAYS								
300 mm DIAMETER LENSES								

*At its onset, the associated phase displays a steady "walking person" and continues to rest in walk until there is a serviceable conflicting call. At the onset of the pedestrian change interval, a flashing "upraised hand" is displayed.

**Upon activation of the pedestrian button, a steady "walking person" is displayed at the onset of the associated phase, followed immediately by a flashing "upraised hand".

TABLE OF CLEARANCES

TO	FROM R	FROM G	FROM ←G, R	FROM ←G, G	FROM R, G→
R	R	Y	←Y, R	←Y, Y	R, Y→
	R	R	R	R	R
G	R	X	←Y, R	←Y, G	R, Y→
	R	X	R	G	R
←G, R	R	Y	X	←G, Y	X
	R	R	X	←G, R	X
←G, G	R	G	←G, R	X	X
	R	G	←G, R	X	X
R, G→	R	Y	X	X	X
	R	R	X	X	X

TE 5b (8/82)

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

Study: 608-3037
Contract: D259816
P.I.N.: 6008.07
File: 46.12-180

4010	STEUBEN	7/3/08	PAGE ____ OF ____ PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B	ø5	1	222		PRES. LOOP - HAMILTON EB LEFT
2A, 2B	ø4	2			PRES. LOOP - WATER LEFT
3A, 3B	ø4	3	222		PRES. LOOP - WATER RIGHT
4A, 4B					
5A, 5B	PED 'A' ø4	5	242		PED 'A' BUTTON - ACROSS HAMILTON
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

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

Study: 608-3037
Contract: D259816
P.I.N.: 6008.07
File: 46.12-180

4010	STEUBEN	7/3/08	PAGE_____ OF _____ PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF SWITCHPACKS

SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD	
					TERMINAL	WIRE COLOR CODE
1	ø5	1 HAM LT	WHITE	-	-	-
				~~Y~~	SP 1Y	14/19C-1-O/R
				~~G~~	SP 1G	14/19C-1-G/W
				GROUND WIRE	GRND. BUS	14/19C-1-W/B
2	ø6	3,4 HAM WB	YELLOW	R	SP 2R	14/19C-2-R
				Y	SP 2Y	14/19C-2-O
				G	SP 2G	14/19C-2-G
				GROUND WIRE	GRND. BUS	14/19C-2-W
3	ø4	5,6 WATER	RED	R	SP 3R	14/19C-1-R/B
				Y	SP 3Y	14/19C-1-O/B
				G	SP 3G	14/19C-1-G/B
				GROUND WIRE	GRND. BUS	14/19C-1-W/B
4	OL A ø5	6 WATER RT	WHITE	-	-	-
				~~Y~~	SP 4Y	14/19C-2-O/R
				~~G~~	SP 4G	14/19C-2-G/W
				GROUND WIRE	GRND. BUS	14/19C-2-W/R
5					SP 5R	
					SP 5Y	
					SP 5G	
					GRND. BUS	
6	ø2	1,2 HAM EB	YELLOW	R	SP 6R	14/19C-1-R
				Y	SP 6Y	14/19C-1-O
				G	SP 6G	14/19C-1-G
				GROUND WIRE	GRND. BUS	14/19C-1-W
7	PED 'A' ø4	N/S X-ING	WHITE	HAND	SP 7R	14/5C-1-R / 14/5C-2-R
				PUSHBUTTON WIRES	TERMINAL 5 A&B	14/5C-1-B / 14/5C-2-B
						14/5C-1-O / 14/5C-2-O
				MAN	SP 7G	14/5C-1-G / 14/5C-2-G
				GROUND WIRE	GRND. BUS	14/5C-1-W / 14/5C-2-W
8	PED 'B' ø6	E/W X-ING	WHITE	HAND	SP 8R	14/5C-3-R / 14/5C-4-R
				MAN	SP 8G	14/5C-3-G / 14/5C-4-G
				GROUND WIRE	GRND. BUS	14/5C-3-W / 14/5C-4-W
9					SP 9R	
					SP 9G	
					GRND. BUS	
10					SP 10R	
					SP 10Y	
					SP 10G	
					GRND. BUS	
11					SP 11R	
					SP 11Y	
					SP 11G	
					GRND. BUS	
12						
13						
14						

COLORS: R-RED, O-ORANGE, G-GREEN, BL-BLUE, W-WHITE, B-BLACK

TE XXX-1R (8/1/85) TABLE OF SWITCH PACKS

TAPS
STUDY #____
FILE #____
PAGE OF

SIGNAL #4010 COUNTY #ST DATE _____

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
1-6			7	1
2-6			8	4
1-4				5
3-7				7
4-7				8
2-8				9
6-8				10
				11
				12
				13
				14
				15
				16

NOTES:

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green				6	6			
Gap, Ext				1	2			
Max 1		45		15	10	45		
Max 2								
Yel Clearance		3.2		3.2	3.2	3.2		
Red Clearance		2.7		2.3	2.7	2.7		
Walk				7		7		
Ped Clearance				9		12		
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

ID: 4010 WATER ST @ HAMILTON ST

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

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

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
Coor	0	55	0	25	16	39	0	25	Coor	0	0	0	0	0	0	0	0
	NON	MAX	NON	NON	NON	MxP	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
Coor	0	0	0	0	0	0	0	0	Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON

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

STD8

Ring/Startup [1.1.4]

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

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX INH
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	P3478_INH
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	CHANNEL
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

10/27/17 **Page 1**

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

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

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

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	USER	e BIU Map	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

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

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

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

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

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

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

Low Priority Preempts

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

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase				
1					
2					
3					
4					
5					
6					

Preemption Options+ [3.6]

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

Annual Schedule [4.3]	Month of Year												Day of Week							Date																													DayLink	
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	1	
2																																																		1	
3																																																		1	
4																																																		1	
5																																																		1	
6																																																		1	
7																																																		1	
8																																																		1	
9																																																		1	
10																																																		1	
11																																																		1	
12																																																		1	
13																																																		1	
14																																																		1	
15																																																		1	
16																																																		1	
17																																																		1	
18																																																		1	
19																																																		1	
20																																																		1	
21																																																		1	
22																																																		1	
23																																																		1	
24																																																		1	

Day Plans [4.4]

Day Plan 1

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

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	129	Ped Call 1
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

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

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

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

C11S-USER IO Map [1.8.9.2 Out]

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

IO Logic [1.8.7]

Result				Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	130	=	O	----	8	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]

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

Com Parameters [6.1]

Station ID	4010
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

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

Redirect Phases[1.1.5]

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

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

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

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

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

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

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

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

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

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

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

TE 4D (8/82) STATE OF NEW YORK-DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS

STUDY: 608-3065 CONTRACT: D259816 FILE: 46.12-15
SIGNAL #: 4097 COUNTY: STEUBEN PAGE: OF
[] CITY, [X] VILLAGE, [] TOWN OF PAINTED POST
DEPARTMENT ORDER FILED AS SECTION 2046.12
(DATE) SUBDIVISION (e)
PRIOR SPECIFICATIONS HEREBY SUPERCEDED: [] NONE [X] 11/21/07

PURPOSE: RECONSTRUCTION OF SIGNAL EQUIPMENT

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE [X] INSTALLATION, [] MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFORMING TO THE STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

I. THIS SIGNAL SHALL:

A. OPERATE IN ACCORDANCE WITH THE TABLE OF OPERATIONS AND/OR CHANGE INTERVALS AS SHOWN ON PAGE(S) 3 AS A:
- [] PRETIMED SIGNAL
- [X] SEMI-TRAFFIC ACTUATED SIGNAL
- [] FULL-TRAFFIC ACTUATED SIGNAL
- [X] PEDESTRIAN ACTUATED SIGNAL
- [] OTHER

B. [X] DISPLAY VEHICULAR INDICATIONS
[X] DISPLAY PEDESTRIAN INDICATIONS
[X] BE EQUIPPED WITH VEHICLE DETECTORS
[X] BE EQUIPPED WITH PEDESTRIAN PUSHBUTTONS
AS SHOWN IN THE [X] SCHEMATIC, [] SCALED DRAWING ON PAGE 2

C. BE EQUIPPED WITH [] PRE-EMPTION, [X] INTERCONNECTION AND/OR COORDINATION WHICH ARE DESCRIBED AS FOLLOWS:

COORDINATED WITH SIGNAL #4100

7/3/08 Carl Washburn CE II
(DATE) (SIGNATURE) (TITLE)

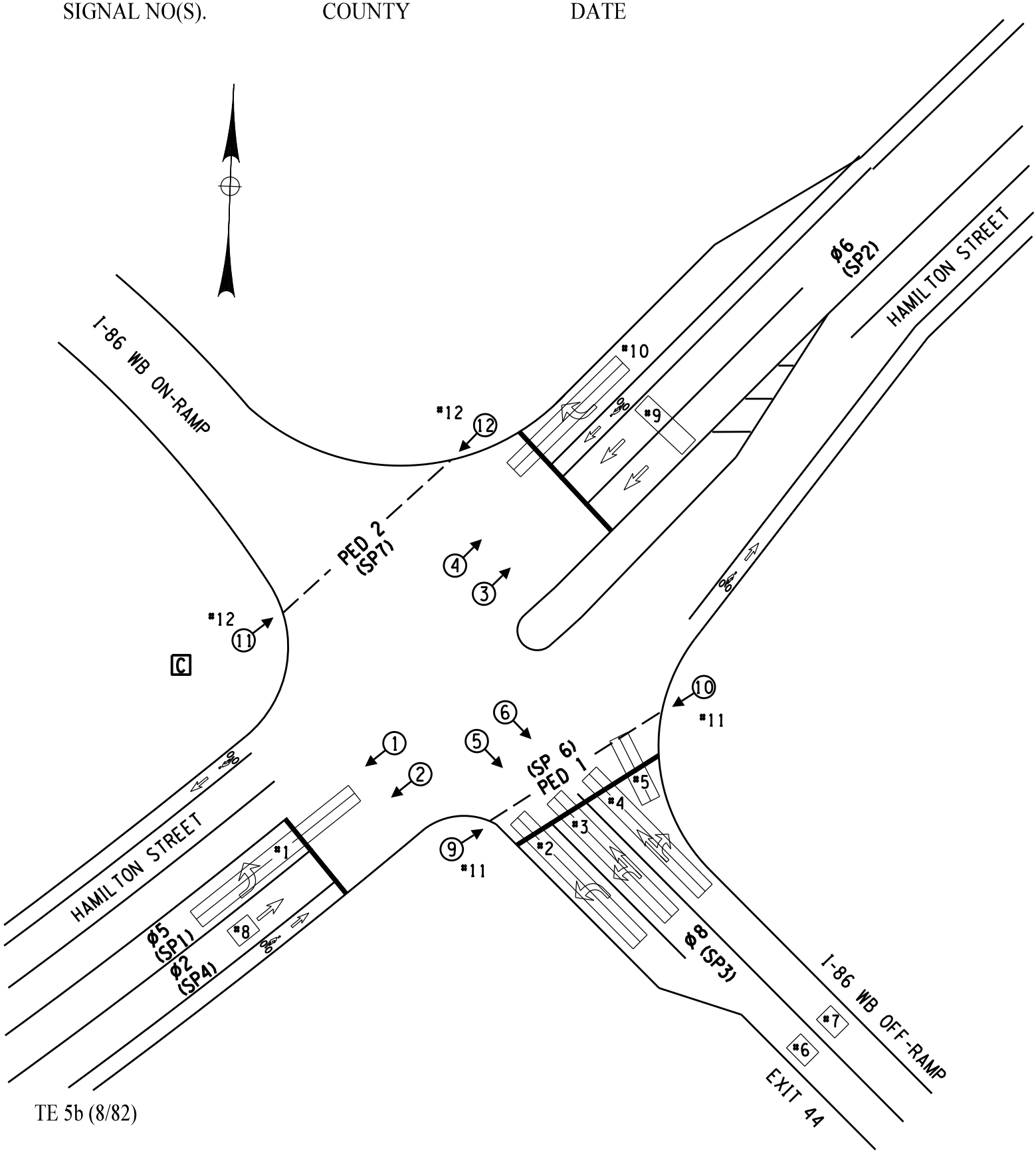
cc: [] MAIN OFFICE
[] REGION 6 TRAFFIC ENGINEER
[]
[]

INSTALLATION DATE: 7-15-08
MODIFICATION DATE: ACTIVATED TBC 8/6/08
New detection program activated 8/4/17

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

Study: 616-0016
Contract: D263125
P.I.N.: 6067.14
File: 46.12-417

4097	STEUBEN	7/27/16	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	



TE 5b (8/82)

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

Study: 616-0016
Contract: D263125
P.I.N.: 6067.14
File: 46.12-417

4097	STEUBEN	7/27/16	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B	ø5	1	222		PRES. LOOP - HAMILTON ST NB LEFT
2A, 2B	ø8	2			PRES. LOOP - I86 WB OFF-RAMP
3A, 3B	ø8	3	222		PRES. LOOP - I86 WB OFF-RAMP
4A, 4B	ø8	4			PRES. LOOP - I86 WB OFF-RAMP
5A, 5B	ø8	5	222		PRES. LOOP - I86 WB OFF-RAMP
6A, 6B	ø8	6			SPOT LOOP - I86 WB OFF-RAMP
7A, 7B	ø8	7	222		SPOT LOOP - I86 WB OFF-RAMP
8A, 8B	ø2	8			SPOT LOOP - HAMILTON ST NB THRU
9A, 9B	ø6	9	222		SPOT LOOP - HAMILTON ST SB THRU'S
10A, 10B	ø6	10			LOOP - HAMILTON ST SB RIGHT
11A, 11B	PED 1 - ø2	11	242		PED TO CROSS I-86 WB OFF-RAMP
12A, 12B	PED 2 - ø6	12			PED TO CROSS I-86 WB ON-RAMP
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

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

Study: 608-3065
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4097	STEUBEN	7/11/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF SWITCHPACKS

SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD		
					TERMINAL	WIRE COLOR CODE	
1	ø5	1 HAM LEFT	W	-	-	-	
				~~Y~~	SP 1Y	14/19C-1-O	
				~~G~~	SP 1G	14/19C-1-G	
				GROUND WIRE	GRND. BUS	14/19C-1-W	
2	ø6	3,4 HAM SB	R	R	SP 2R	14/19C-1-R/B	
				Y	SP 2Y	14/19C-1-O/B	
				G	SP 2G	14/19C-1-G/B	
				GROUND WIRE	GRND. BUS	14/19C-1-W/B	
3	ø8	5,6 OFF-RAMP	R	R	SP 3R	14/19C-1-R/W	
				Y	SP 3Y	14/19C-1-BL/W	
				G	SP 3G	14/19C-1-G/W	
				GROUND WIRE	GRND. BUS	14/19C-1-B/W	
4	ø2	1,2 HAM NB	R	R	SP 4R	14/19C-1-B/R	
				Y	SP 4Y	14/19C-1-O/R	
				G	SP 4G	14/19C-1-BL/R	
				GROUND WIRE	GRND. BUS	14/19C-1-W/R	
5					SP 5R		
					SP 5Y		
					SP 5G		
					GRND. BUS		
6	PED'A' ø2	9,10	W	HAND	SP 6R	14/5C-1-R	14/5C-2-R
				MAN	SP 6G	14/5C-1-G	14/5C-2-G
				GROUND WIRE	GRND. BUS	14/5C-1-W	14/5C-2-W
7	PED'B' ø6	11,12	W	HAND	SP 7R	14/5C-3-R	14/5C-4-R
				MAN	SP 7G	14/5C-3-G	14/5C-4-G
				GROUND WIRE	GRND. BUS	14/5C-3-W	14/5C-4-W
8							
9							
10							
11							
12							
13							
14							

COLORS: R-RED, O-ORANGE, G-GREEN, BL-BLUE, W-WHITE, B-BLACK

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

Study: 608-3065
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4097	STEUBEN	7/11/08	PAGE_____OF_____PAGES
SIGNAL NO(S).	COUNTY	DATE	

OPERATION TABLE								
Ø \ FACE	1	2	3	4	5	6	PED 'A'	PED 'B'
2	G	G	R	R	R	R	W*	DW
5	←G, R	R	R	R	R	R	DW	DW
6	R	R	G	G	R	R	DW	W*
2+5	←G, G	G	R	R	R	R	W*	DW
2+6	G	G	G	G	R	R	W*	W*
8	R	R	R	R	G	G	DW	DW
FLASH	F.R.	F.R.	F.R.	F.R.	F.R.	F.R.	OUT	OUT
SIGNAL FACE DISPLAYS								
300 mm DIAMETER LENSES								

*At its onset, the associated phase displays a steady "walking person" and continues to rest in walk until there is a serviceable conflicting call. At the onset of the pedestrian change interval, both a flashing "upraised hand" and a countdown pedestrian signal, which indicates of the number of seconds remaining in the pedestrian change interval, is displayed.

CLEARANCE TABLE					
CLEARANCE	FROM / TO	R	G	←G, R	←G, G
1ST	R	R	Y	←Y, R	←Y, Y
2ND		R	R	R	R
1ST	G	R	G	←Y, R	←Y, G
2ND		R	G	R	G
1ST	←G, R	R	Y	X	←G, Y
2ND		R	R	X	←G, R
1ST	←G, G	R	G	←G, R	X
2ND		R	G	←G, R	X

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		6			6	6		6
Gap, Ext		2			2	2		2
Max 1		35			15	35		30
Max 2								
Yel Clearance		3.6			3.6	3.6		4.9
Red Clearance		2.5			2.5	2.5		2.8
Walk		7				7		
Ped Clearance		16				20		
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

ID: 4097 HAMILTON @ I86 Ex 44 W.B. Ramp

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

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

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coor	0	38	0	42	14	24	0	42	13 Coor	0	0	0	0	0	0	0	0
2	NON	MxP	NON	NON	NON	MAX	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
2 Coor	0	20	0	40	10	20	0	40	14 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	MAX	NON	NON	NON	MAX		NON	NON	NON	NON	NON	NON	NON	NON
3 Coor	0	0	0	0	0	0	0	0	15 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
4 Coor	0	0	0	0	0	0	0	0	16 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
5 Coor	0	0	0	0	0	0	0	0	17 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
6 Coor	0	0	0	0	0	0	0	0	18 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
7 Coor	0	0	0	0	0	0	0	0	19 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
8 Coor	0	0	0	0	0	0	0	0	20 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
9 Coor	0	0	0	0	0	0	0	0	21 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
10 Coor	0	0	0	0	0	0	0	0	22 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
11 Coor	0	0	0	0	0	0	0	0	23 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON
12 Coor	0	0	0	0	0	0	0	0	24 Coor	0	0	0	0	0	0	0	0
	NON	NON	NON	NON	NON	NON	NON	NON		NON	NON	NON	NON	NON	NON	NON	NON

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

Ring/Startup [1.1.4]

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

Coord Modes [2.1]

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

Auto Flash [1.4.1]

Auto Flash	CHANNEL
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

10/27/17 **Page 1**

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

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

| | | |

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56	2						45	50	17
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

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

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

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

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

Low Priority Preempts

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

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase				
1					
2					
3					
4					
5					
6					

Preemption Options+ [3.6]

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

Annual Schedule [4.3]	Month of Year												Day of Week							Date																																	DayLink	
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1													On	On	On	On	On	On	On																																		1	
2																																																					1	
3																																																					1	
4																																																					1	
5																																																					1	
6																																																					1	
7																																																					1	
8																																																					1	
9																																																					1	
10																																																					1	
11																																																					1	
12																																																					1	
13																																																					1	
14																																																					1	
15																																																					1	
16																																																					1	
17																																																					1	
18																																																					1	
19																																																					1	
20																																																					1	
21																																																					1	
22																																																					1	
23																																																					1	
24																																																					1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	2	9	0	0	0
2	6	0	1	10	0	0	0
3	20	0	2	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	9	Veh Call 9
I2-2	10	Veh Call 10
I2-3	129	Ped Call 1
I2-4	130	Ped Call 2
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

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

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

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

C11S-USER IO Map [1.8.9.2 Out]

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

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

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

Com Parameters [6.1]

Station ID	4097
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

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

Redirect Phases[1.1.5]

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

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

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

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

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

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

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

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

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

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

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

TE 4D (8/82) STATE OF NEW YORK-DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS

STUDY: 625-0005 CONTRACT: Crew FILE: 46.14-415
SIGNAL #: 4109+4110 COUNTY: Steuben PAGE: 1 OF 13
[] CITY, [X] VILLAGE, [] TOWN OF Riverside
DEPARTMENT ORDER FILED 5/24/95 (DATE) AS SECTION 2046.14
SUBDIVISION (c) (d)
PRIOR SPECIFICATIONS HEREBY SUPERCEDED: [] NONE [X] 6/22/95

PURPOSE: Miovision Video Detection

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE [] INSTALLATION, [X] MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFORMING TO THE STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

I. THIS SIGNAL SHALL:

A. OPERATE IN ACCORDANCE WITH THE TABLE OF OPERATIONS AND/OR CHANGE INTERVALS AS SHOWN ON PAGE(S) 5 AS A:
- [] PRETIMED SIGNAL
- [] SEMI-TRAFFIC ACTUATED SIGNAL
- [X] FULL-TRAFFIC ACTUATED SIGNAL
- [] PEDESTRIAN ACTUATED SIGNAL
- [] OTHER

B. [X] DISPLAY VEHICULAR INDICATIONS
[X] DISPLAY PEDESTRIAN INDICATIONS
[X] BE EQUIPPED WITH VEHICLE DETECTORS
[] BE EQUIPPED WITH PEDESTRIAN PUSHBUTTONS
AS SHOWN IN THE [X] SCHEMATIC, [] SCALED DRAWING ON PAGE 2

C. BE EQUIPPED WITH [] PRE-EMPTION, [] INTERCONNECTION AND/OR COORDINATION WHICH ARE DESCRIBED AS FOLLOWS:

6/23/25 Brian Nisbet Signal EIC
(DATE) (SIGNATURE) (TITLE)

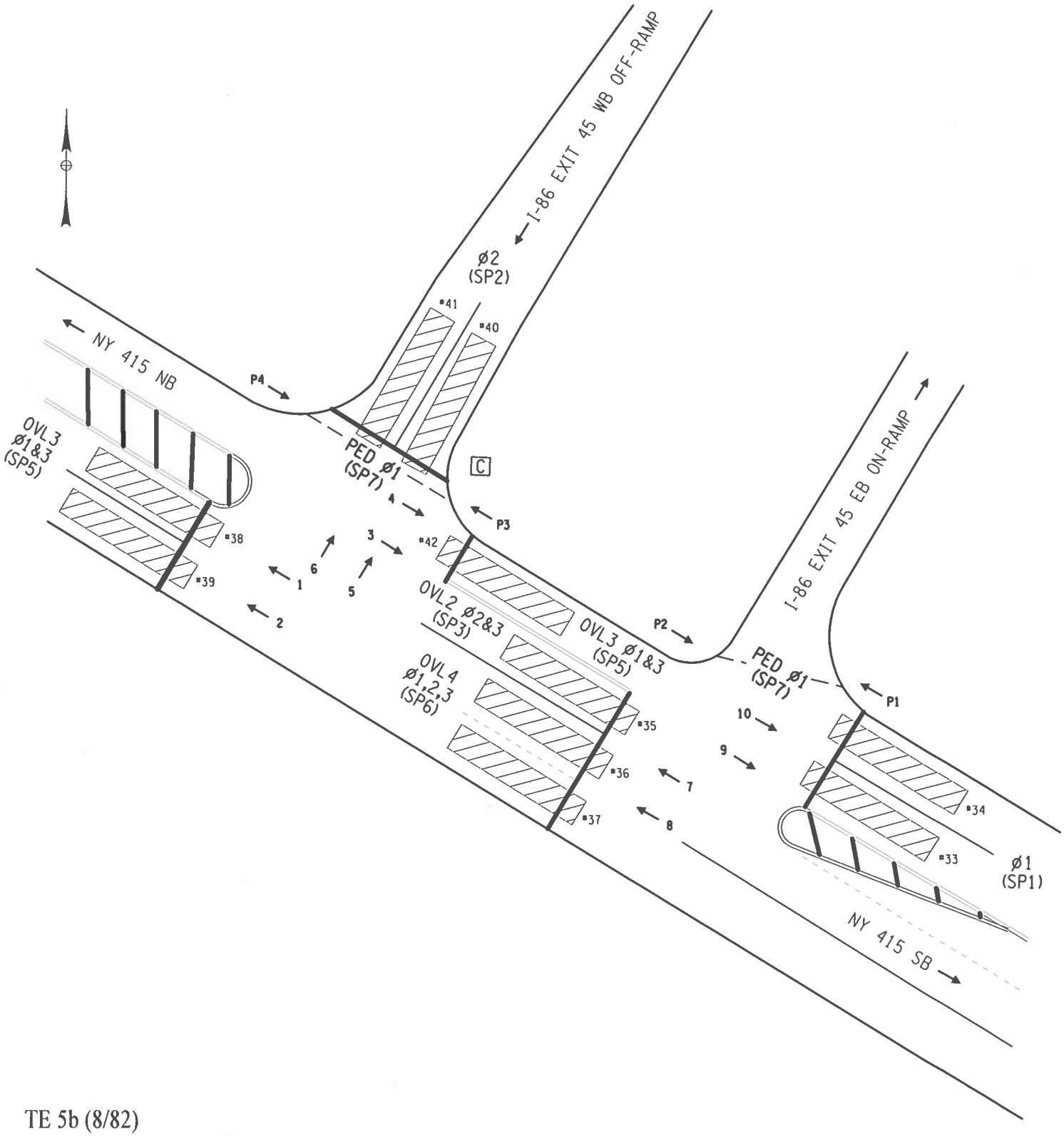
cc: [] MAIN OFFICE
[] REGION 6 TRAFFIC ENGINEER
[]
[]

INSTALLATION DATE: 6/22/25
MODIFICATION DATE:

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

Study: 625-0005
Contract: Crew
P.I.N.: Hornell
File: 46.14-415

4109/4110	STEUBEN	JUNE 2025	PAGE 2 OF 13 PAGES
SIGNAL NO(S).	COUNTY	DATE	



TE 5b (8/82)

SIGNAL 4109 & 4110

TABLE OF SWITCH PACKS							
SWITCH PACK	FUNCTION	FACE №	FLASH PLUG COLOR	INDICATION	TERMINAL WIRING BOARD		
					TERMINAL	WIRE COLOR CODE	
SP 1	Ø1	9/10	YELLOW	R	SP1R	14-15C-2-R	
				Y	SP1Y	14-15C-2-O	
				G	SP1G	14-15C-2-G	
				GRND. WIRE	GRND. BUS	14-15C-2-W	
SP 2	Ø2	5/6	RED	R	SP2R	14-15C-1-R/B	
				Y	SP2Y	14-15C-1-O/B	
				G	SP2G	14-15C-1-G/B	
				GRND. WIRE	GRND. BUS	14-15C-1-W/B	
SP 3	OVL 2 Ø2 & 3	7	WHITE		SP3R		
				←Y	SP3Y	14-15C-2-BL/B	
				←G	SP3G	14-15C-2-G/W	
				GRND. WIRE	GRND. BUS	14-15C-2-BL/W	
SP 4					SP4R		
					SP4Y		
					SP4G		
					GRND. BUS		
SP 5	OVL 3 Ø1 & 3	1 3 2 4	YELLOW	R	SP5R	14-15C-1-R/W	14-15C-1-R
				Y	SP5Y	14-15C-1-BL/W	14-15C-1-O
				G	SP5G	14-15C-1-G/W	14-15C-1-G
				GRND. WIRE	GRND. BUS	14-15C-1-B/W	14-15C-1-W
SP 6	OVL 4 Ø1,2,3	7/8	YELLOW	R	SP6R	14-15C-2-R/B	
				Y	SP6Y	14-15C-2-O/B	
				G	SP6G	14-15C-2-G/B	
				GRND. WIRE	GRND. BUS	14-15C-2-W/B	
SP 7	PED Ø1	P1/P2 P3/P4	WHITE	HAND	SP7R	14-5C-1-R	14-5C-2-R
					SP7Y		
				MAN	SP7G	14-5C-1-G	14-5C-2-G
				GRND. WIRE	GRND. BUS	14-5C-1-W	14-5C-2-W
SP 8					SP8R		
					SP8Y		
					SP8G		
					GRND. BUS		
SP 9					SP9R		
					SP9Y		
					SP9G		
					GRND. BUS		
SP 10					SP10R		
					SP10Y		
					SP10G		
					GRND. BUS		
SP 11					SP11R		
					SP11Y		
					SP11G		
					GRND. BUS		
SP 12					SP12R		
					SP12Y		
					SP12G		
					GRND. BUS		
SP 13					SP13R		
					SP13Y		
					SP13G		
					GRND. BUS		
SP 14					SP14R		
					SP14Y		
					SP14G		
					GRND. BUS		
SP 15					SP15R		
					SP15Y		
					SP15G		
					GRND. BUS		
SP 16					SP16R		
					SP16Y		
					SP16G		
					GRND. BUS		

COLORS: R=RED, O=ORANGE, G=GREEN, BL=BLUE, W=WHITE, B=BLACK

6/20/2025

SIGNAL 4109 & 4110

TABLE OF VIRTUAL DETECTION ZONES				
Input	Phase	Type	BUI #	Description
33	Ø1	ZONE	SDLC BUI 3	PRESENCE - NY 415 NB THRU
34	Ø1	ZONE		PRESENCE - NY 415 NB RIGHT TURN
35	Ø3	ZONE		PRESENSE - NY 415 SB LEFT TURN
36	Ø1	ZONE		PRESENSE - NY 415 SB THRU
37	Ø1	ZONE		PRESENCE - NY 415 SB RIGHT LANE TURN AHEAD
38	Ø1	ZONE		PRESENCE - NY 415 SB THRU - LEFT LANE
39	Ø1	ZONE		PRESENCE - NY 415 SB THRU - RIGHT LANE
40	Ø2	ZONE		PRESENCE - WB OFF RAMP LEFT TURN LANE
41	Ø2	ZONE		PRESENCE - WB OFF RAMP RIGHT TURN LANE
42	Ø1	ZONE		PRESENCE - NY 415 NB THRU
43				
44				
45				
46				
47				
48				
49			SDLC BUI 4	
50				
51				
52				
53				
54				
55				
56				
57				
58				
59				
60				
61				
62				
63				
64				

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

Study: 625-0005
Contract: Crew
P.I.N.: Hornell
File: 46.14-415

4109/4110	STEUBEN	JUNE 2025	PAGE 5 OF 13 PAGES
SIGNAL NO(S).	COUNTY	DATE	

TABLE OF OPERATIONS

FACE / Ø	1	2	3	4	5	6	7	8	9	10	P1/P2	P3/P4
STARTUP	G	G	G	G	R	R	G	G	G	G		
1	G	G	G	G	R	R	G	G	G	G		
2	R	R	R	R	G	G	←G,G	G	R	R		
3	G	G	G	G	G	G	←G,G	G	R	R		
FLASH	F.Y.	F.Y.	F.Y	F.Y.	F.R.	F.R.	F.Y.	F.Y.	F.Y.	F.Y.	OUT	OUT
SIGNAL FACE DISPLAYS												
12 INCH DIAMETER LENSES												
●	UPON THE ONSET OF THE ASSOCIATED PHASE, A STEADY "WALKING PERSON" IS DISPLAYED AND CONTINUES TO BE DISPLAYED UNTIL THE FOLLOWING CONDITIONS ARE MET: COMPETITION OF THE WALK INTERVAL AND THE PRESENCE OF A SERVICEABLE CONFLICTING CALL. WHEN BOTH CONDITIONS ARE MET THE DISPLAY OF THE STEADY "WALKING PERSON" IS IMMEDIATELY FOLLOWED BY THE DISPLAY OF BOTH A FLASHING "UPRAISED HAND" AND A COUNTDOWN OF SECONDS REMAINING IN THE PEDESTRIAN CHANGE INTERVAL.											

TABLE OF CLEARANCES

CLEARANCE	FROM / TO	R	G	←G, R	←G, G
1ST	R	R	Y	←Y, R	←Y, Y
2ND		R	R	R	R
1ST	G	R	G	←Y, R	←Y, G
2ND		R	G	R	G
1ST	←G, R	R	Y	←G, R	←G, Y
2ND		R	R	←G, R	←G, R
1ST	←G, G	R	G	←G, R	←G, G
2ND		R	G	←G, R	←G, G

R = CIRCULAR RED ←R = LEFT RED ARROW
Y = CIRCULAR YELLOW ←Y = LEFT YELLOW ARROW
G = CIRCULAR GREEN ←G = LEFT GREEN ARROW

4109

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	15	6	6					
Gap, Ext	3	2	2					
Max 1	35	30	15					
Max 2								
Yel Clearance	3.2	3.2	3.2					
Red Clearance	1.8	2	2					
Walk	7							
Ped Clearance	12							
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Enable	ON	ON	ON					
Min Recall								
Max Recall								
Ped Recall	ON							
Soft Recall								
Lock Calls								
Auto Flash Entry		ON						
Auto Flash Exit	ON							
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk	ON							
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc	ON	ON	ON	ON	ON	ON	ON	ON
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Gm/Ped Delay								

4109 SR 415 @ I-86 EXIT 45 RAMPS

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

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

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

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

Ring/Startup [1.1.4]

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

Coord Modes [2.1]

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

Auto Flash [1.4.1]

Auto Flash	Channel
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Fish Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	OFF
Auto Ped Clear	OFF
SDLC Retry	0

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

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

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

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33	1						45	50	20
34	1						45	50	20
35	3		25				45	50	10
36	1						45	50	20
37	1						45	50	20
38	1						45	50	20
39	1						45	50	20
40	2						45	50	15
41	2						45	50	15
42	1						45	50	20
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

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

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	OFF

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

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

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	90	2			ON
4					ON
5					ON
6					ON

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

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

Low Priority Preempts

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

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

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

Annual Schedule [4.3]	Month of Year												Day of Week							Date																											Day Plan	Link To
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
1																																																	1	
2																																																		1	
3																																																	1	
4																																																	1	
5																																																	1	
6																																																	1	
7																																																	1	
8																																																	1	
9																																																	1	
10																																																	1	
11																																																	1	
12																																																	1	
13																																																	1	
14																																																	1	
15																																																	1	
16																																																	1	
17																																																	1	
18																																																	1	
19																																																	1	
20																																																	1	
21																																																	1	
22																																																	1	
23																																																	1	
24																																																	1	

Day Plans [4.4]

Day Plan 1

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

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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

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

Call Phases[1.1.5]

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

Redirect Phases[1.1.5]

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

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

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

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

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

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

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

Alt Inhibit Phases # 2 [1.1.6.3]

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

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

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

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	189	Unused
I1-3	189	Unused
I1-4	189	Unused
I1-5	189	Unused
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	189	
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

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

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

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

C11S-USER IO Map [1.8.9.2 Out]

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

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	Src1	IO1	Fun1	O2Fcn	Inv2	Src2	IO2	Fun2	O3Fcn	Inv3	Src3	IO3	Fun3	Dly	Sec
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0
I	0	=	----	-	0	I	O	----	-	0	I	0	----	-	0	I	0	DLY	0

Security Access Levels [8.2]

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

Com Parameters [6.1]

Station ID	4109
Group ID	0
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	None
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	0
SP6	1200	0
SP7	1200	0
SP8	1200	0

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	192	168	10	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	10	1
Port	###			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	192	168	10	100
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	10	1
Port	5001			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	None	0
ASYNC2	SP2	None	0
ASYNC3	OFF	None	0
ASYNC4	SP4	None	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	SP3S	SYNC4	OFF

2070 Port Binding Functions [6.6]

Functio	Channel	Functior	Channel
TS2/CVI	None	SYSUp	ASYNC2
CMU/MN	None	SYSDow	ASYNC1
Opticom	None	Shell	None
Loop De	None		
GPS	None		