

TRAFFIC IMPACT STUDY WEST WATER STREET REDEVELOPMENT PROJECT

PREPARED FOR

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



PREPARED BY



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

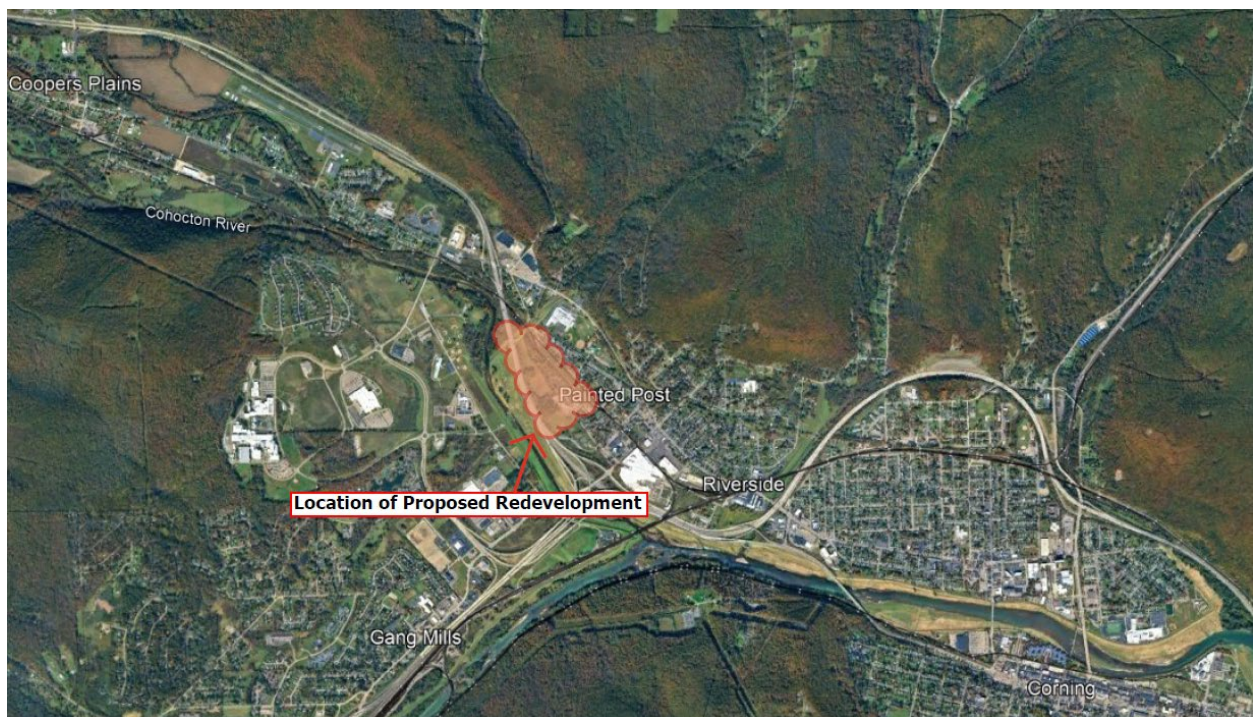
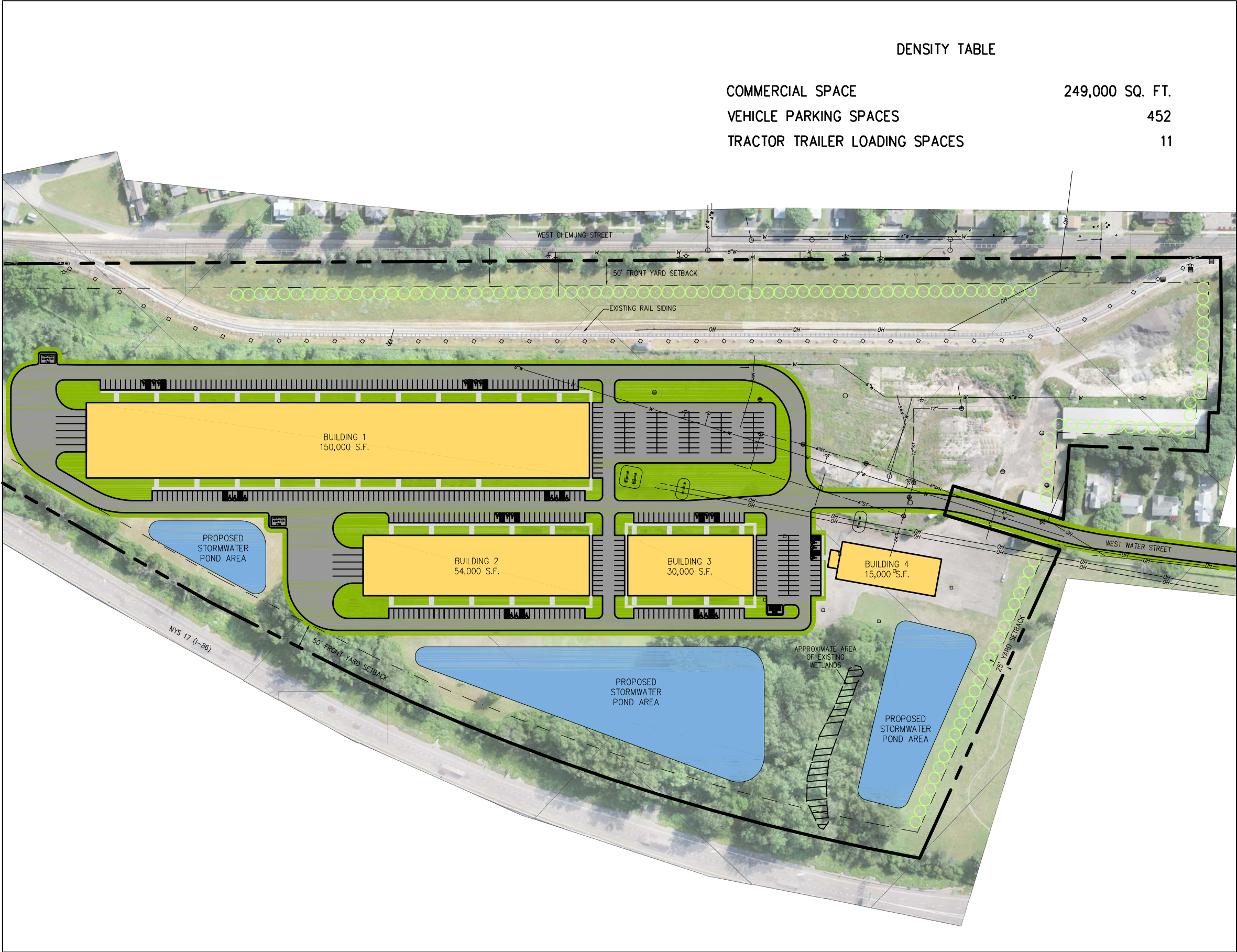


Figure 1: Project Location Map

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



Scale:	1" =200'
Date:	7/31/2025
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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



Scale:	1" =200'
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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:

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

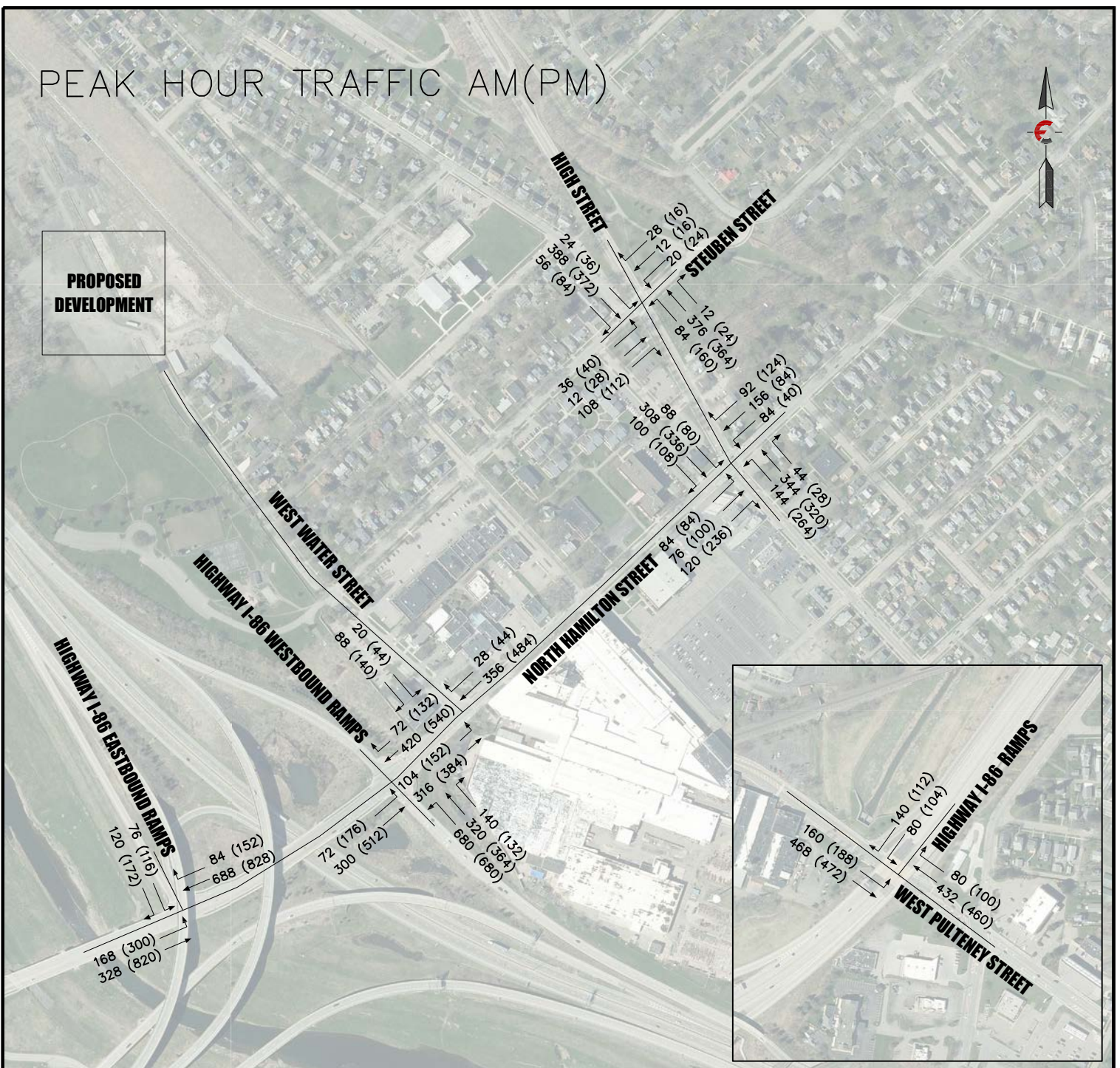
VIII.A. Trip Generation

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.

PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
DEVELOPMENT**



EXISTING TRAFFIC CONDITIONS (2025)



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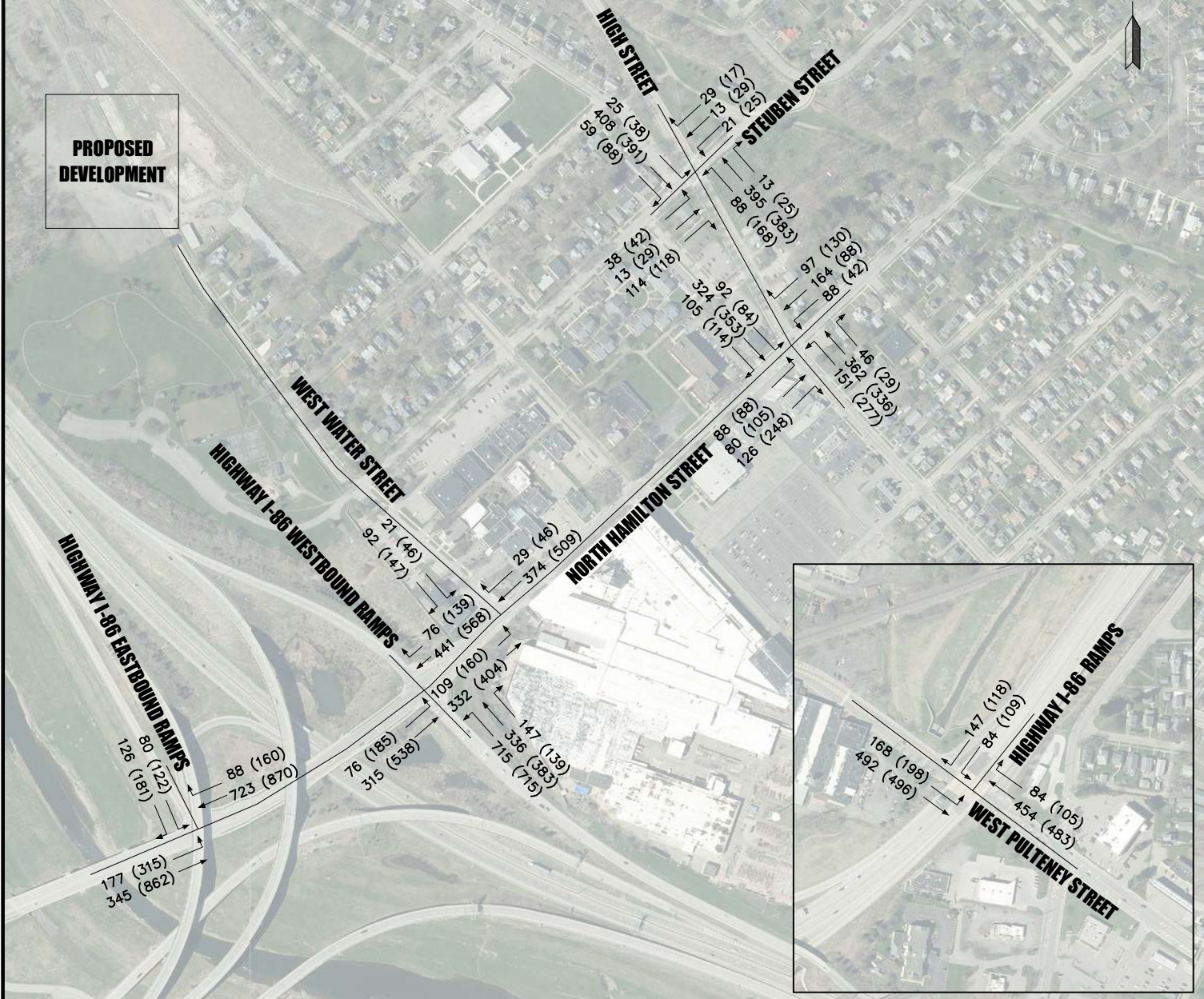
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PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
DEVELOPMENT**



BACKGROUND CONDITION (2030)



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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

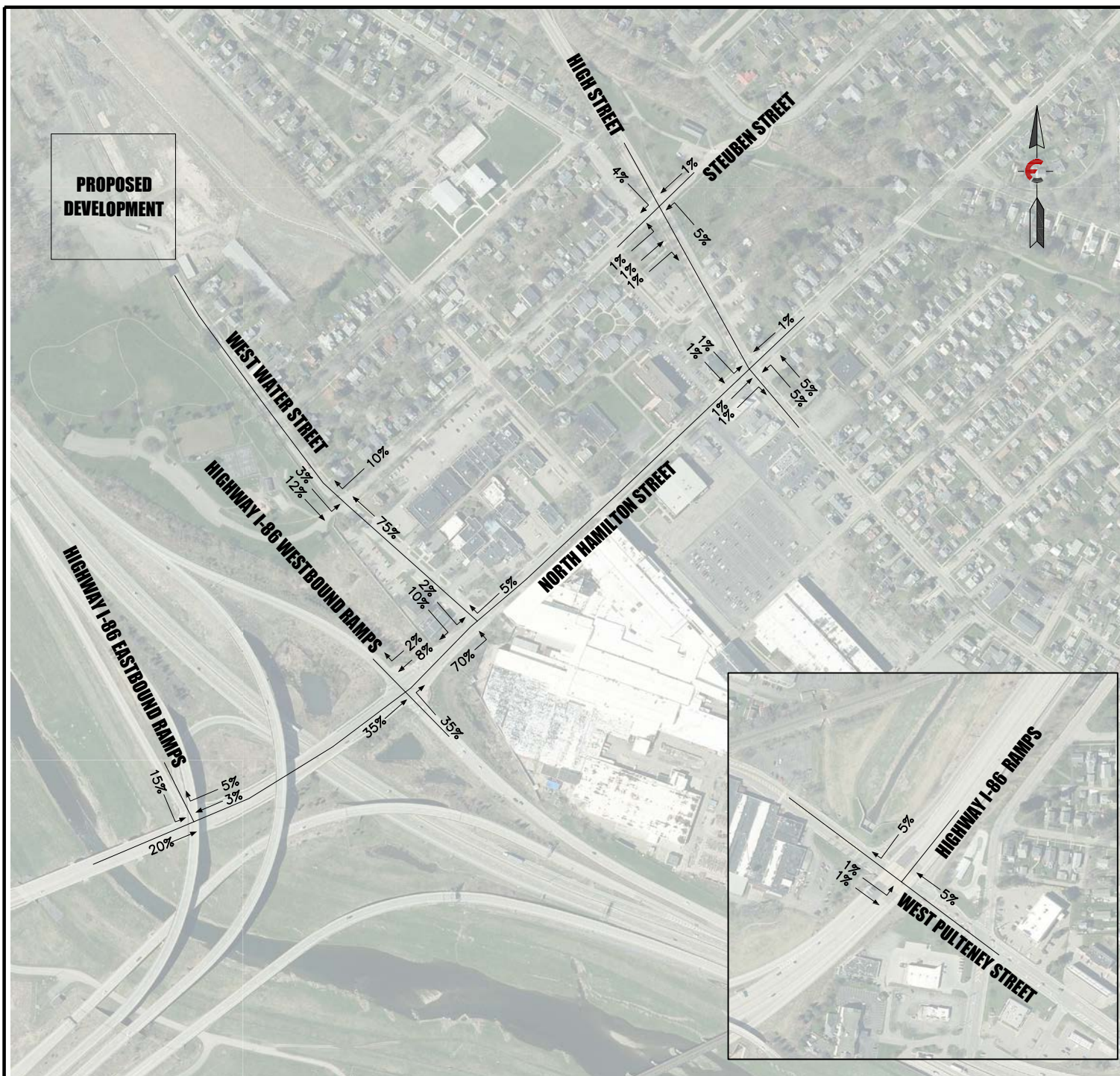
The distribution of new trips generated by the proposed Alternatives was based on the proximity of nearby populations and the expected route taken to get to the proposed development. Figures 6 and 7 illustrate the anticipated distribution of entering and exiting traffic during AM and PM conditions.

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/exiting distribution by the anticipated new trip generation.

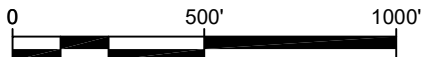
VIII.D. Developed Conditions

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.



OVERALL
ENTERING - 85%
EXITING - 15%

NEW TRIP DISTRIBUTION (AM)



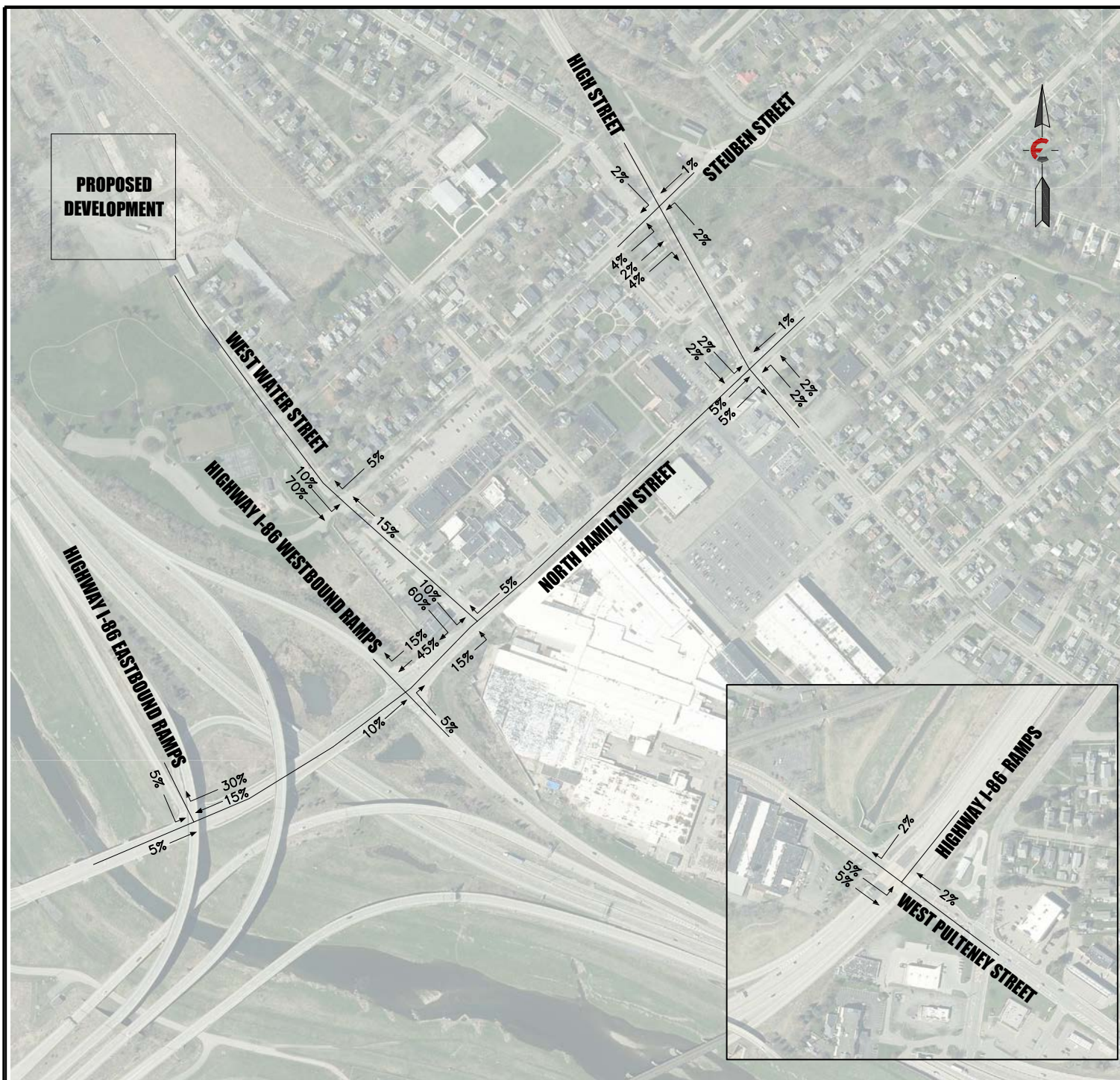
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OVERALL
ENTERING - 20%
EXITING - 80%

NEW TRIP DISTRIBUTION (PM)



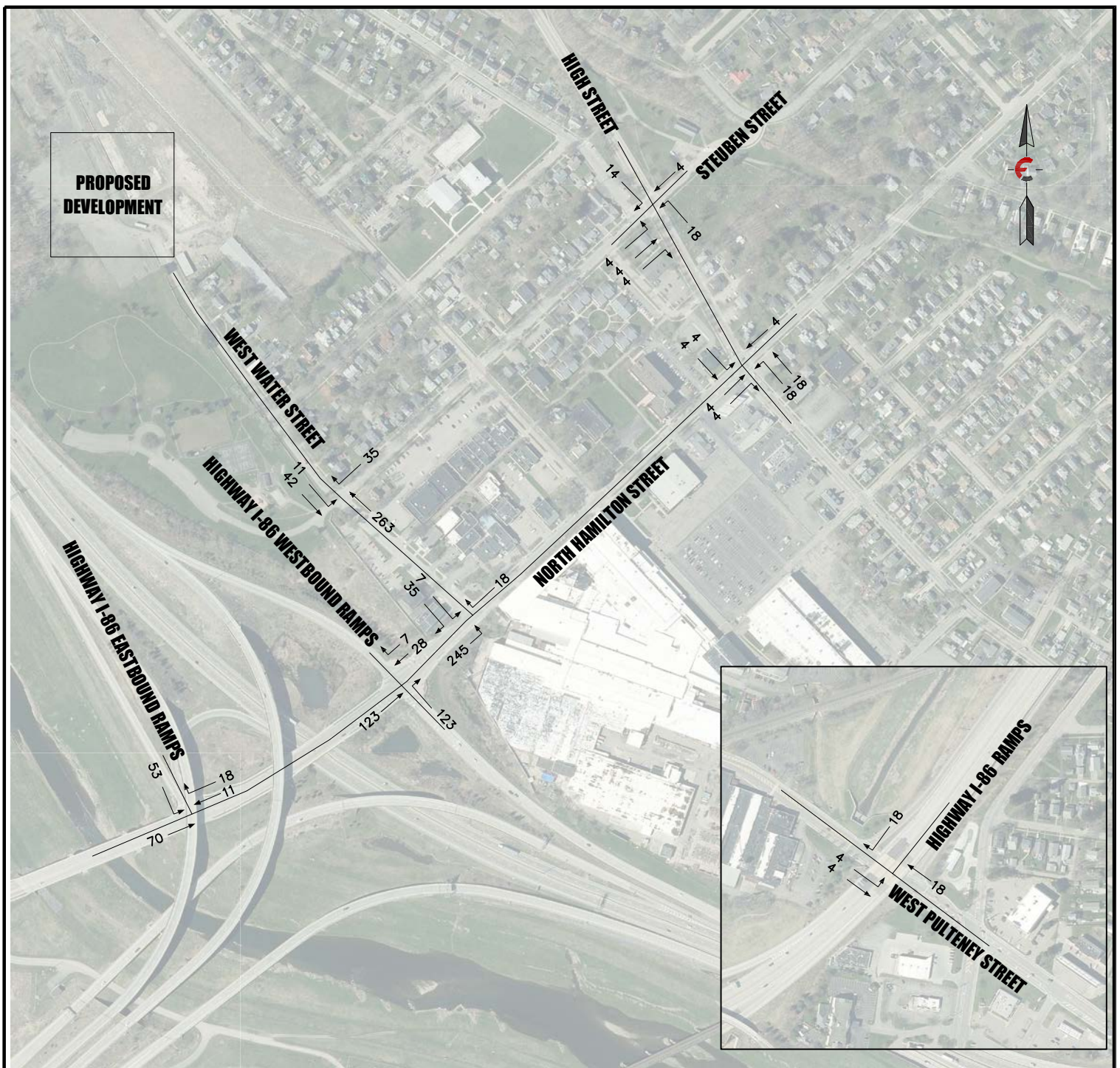
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ALTERNATIVE OF CHOICE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%



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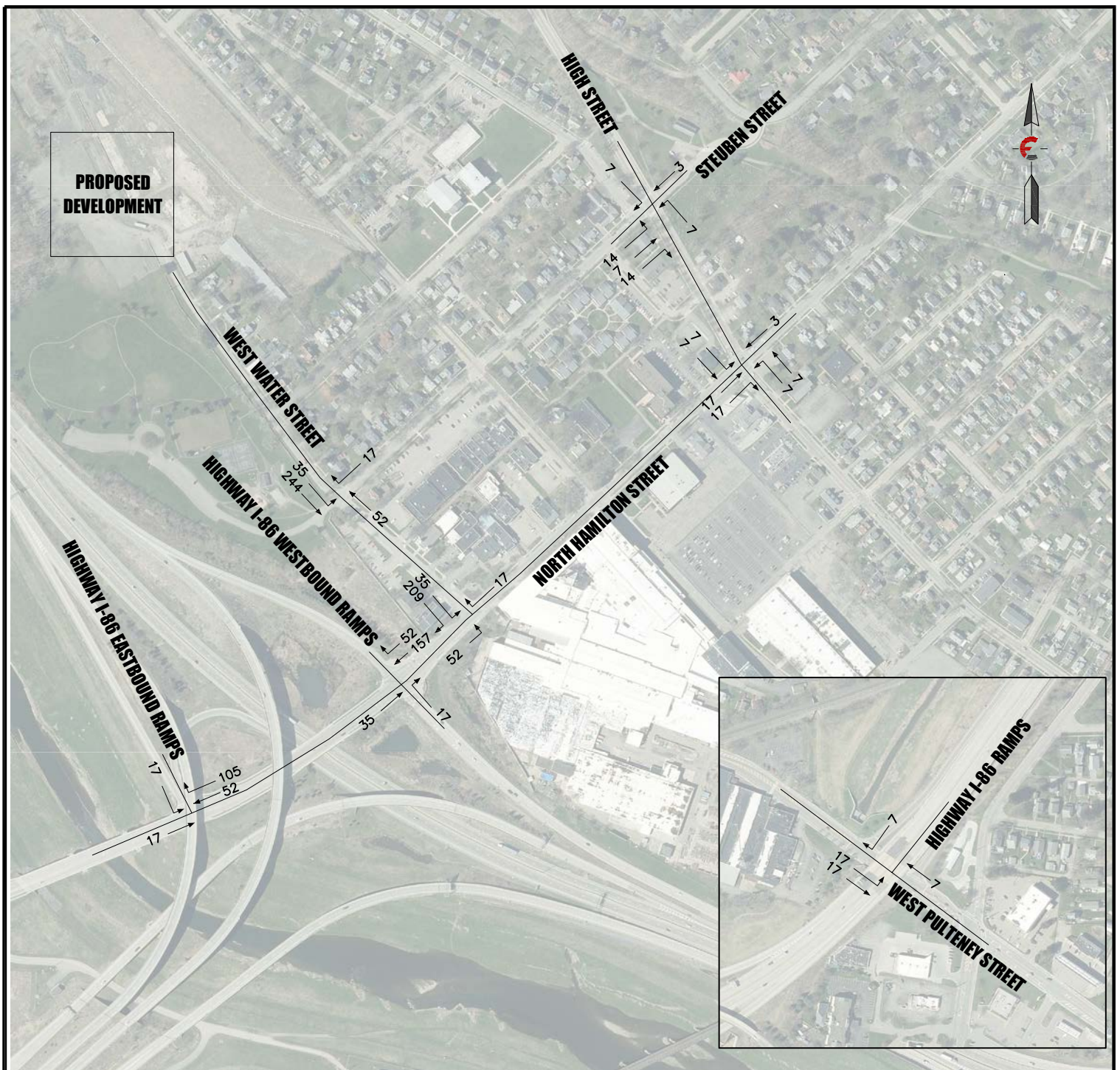
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trafficstudy-tripgeneration-altofchoice-am.dwg



OVERALL
ENTERING - 20%
EXITING - 80%

ALTERNATIVE OF CHOICE - TRIP GENERATION (PM)



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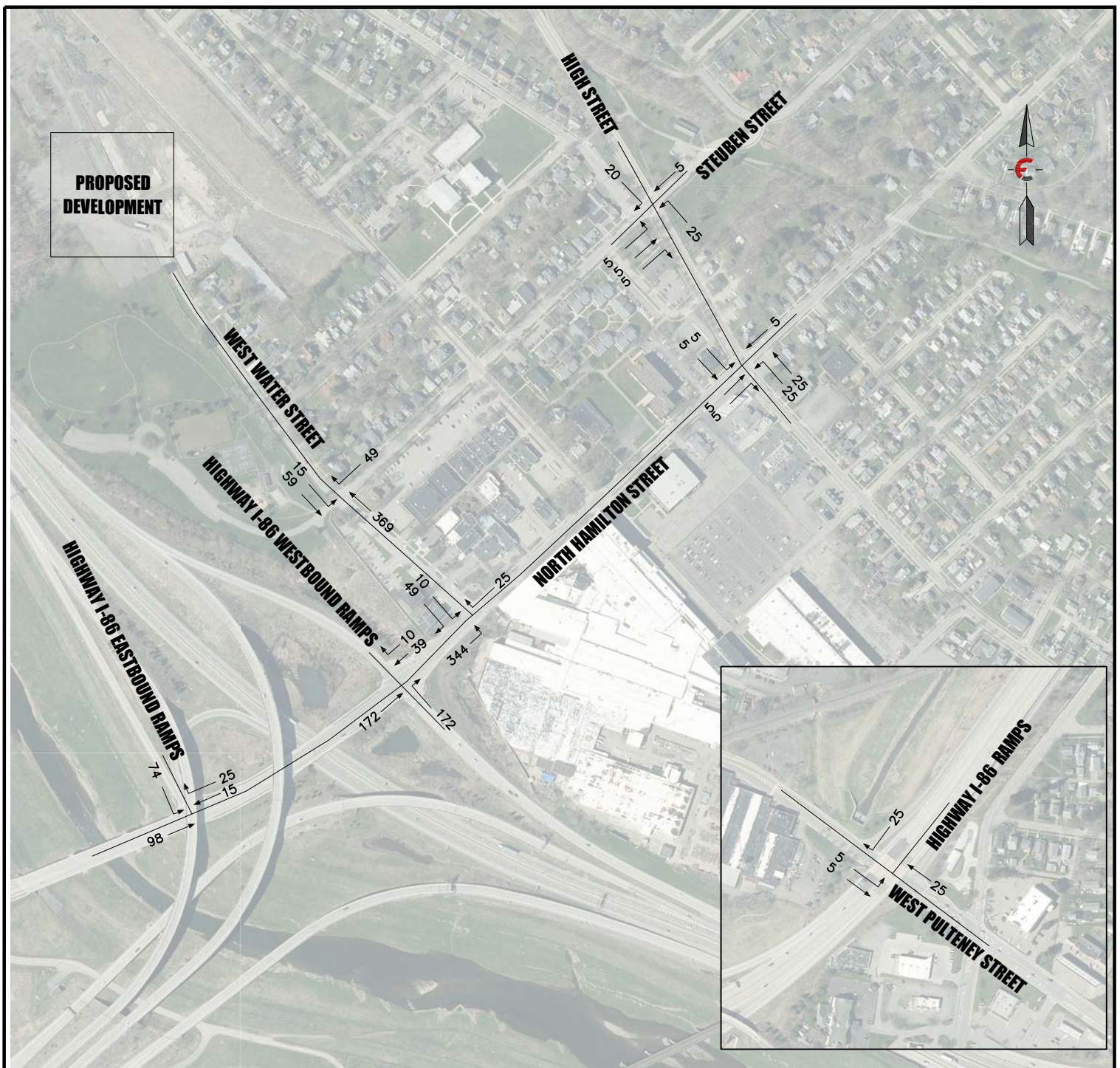
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MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%



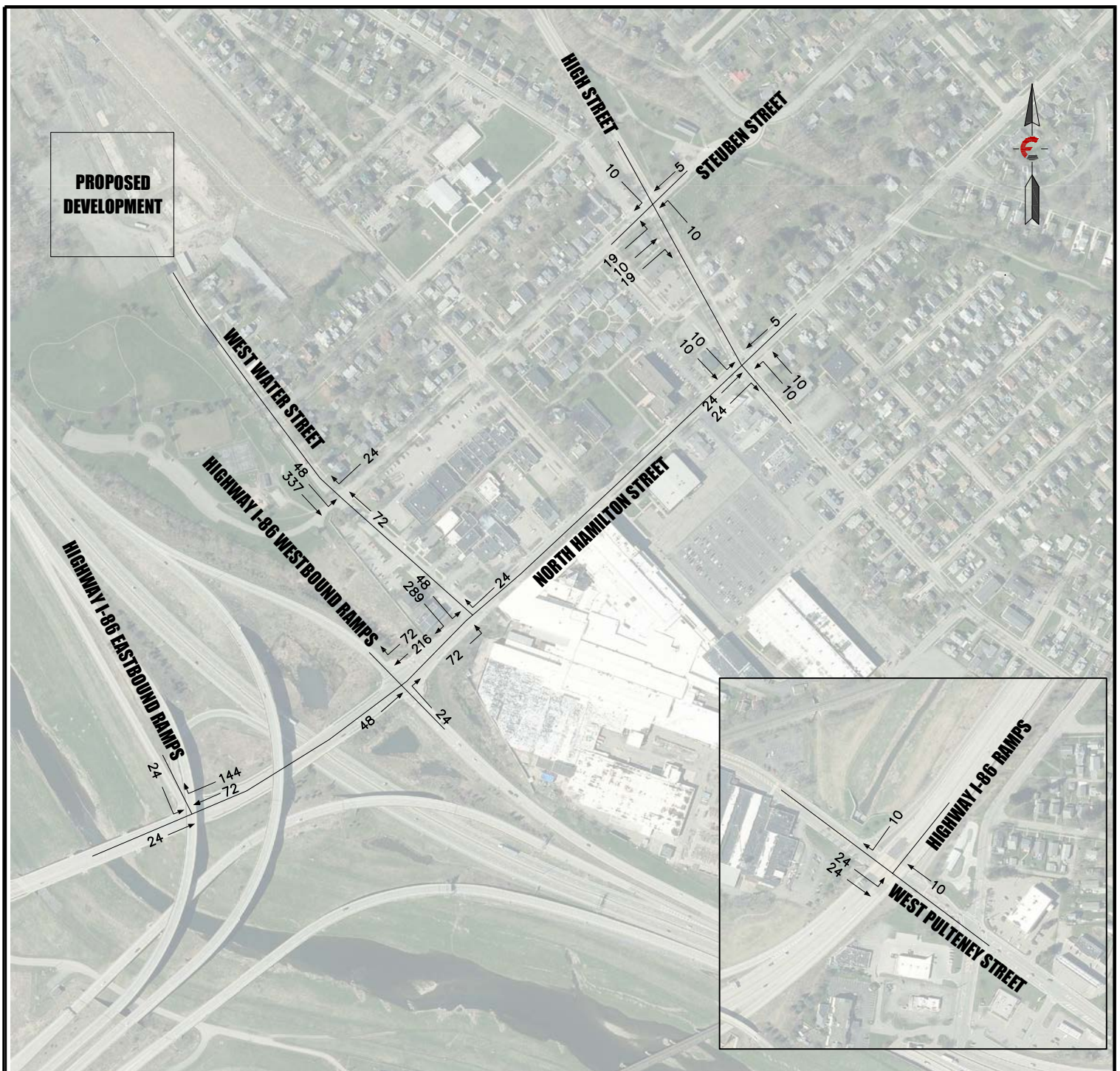
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Project No.:	2020.045.001
Drawing Name:	trafficstudy-tripgeneration-maxbuild-am.dwg



MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (PM)

OVERALL
 ENTERING - 20%
 EXITING - 80%



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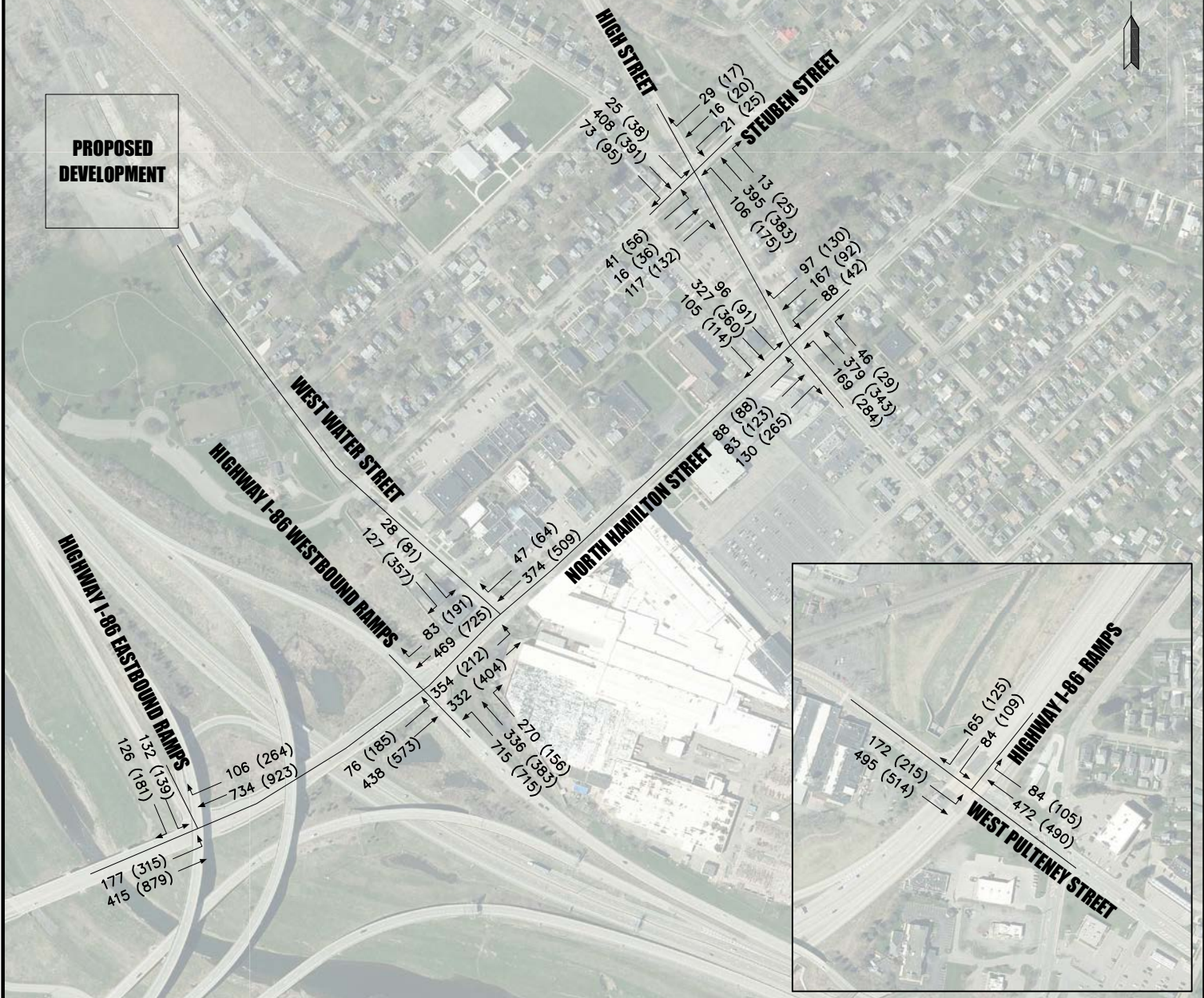
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PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
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ALTERNATIVE OF CHOICE (2030)



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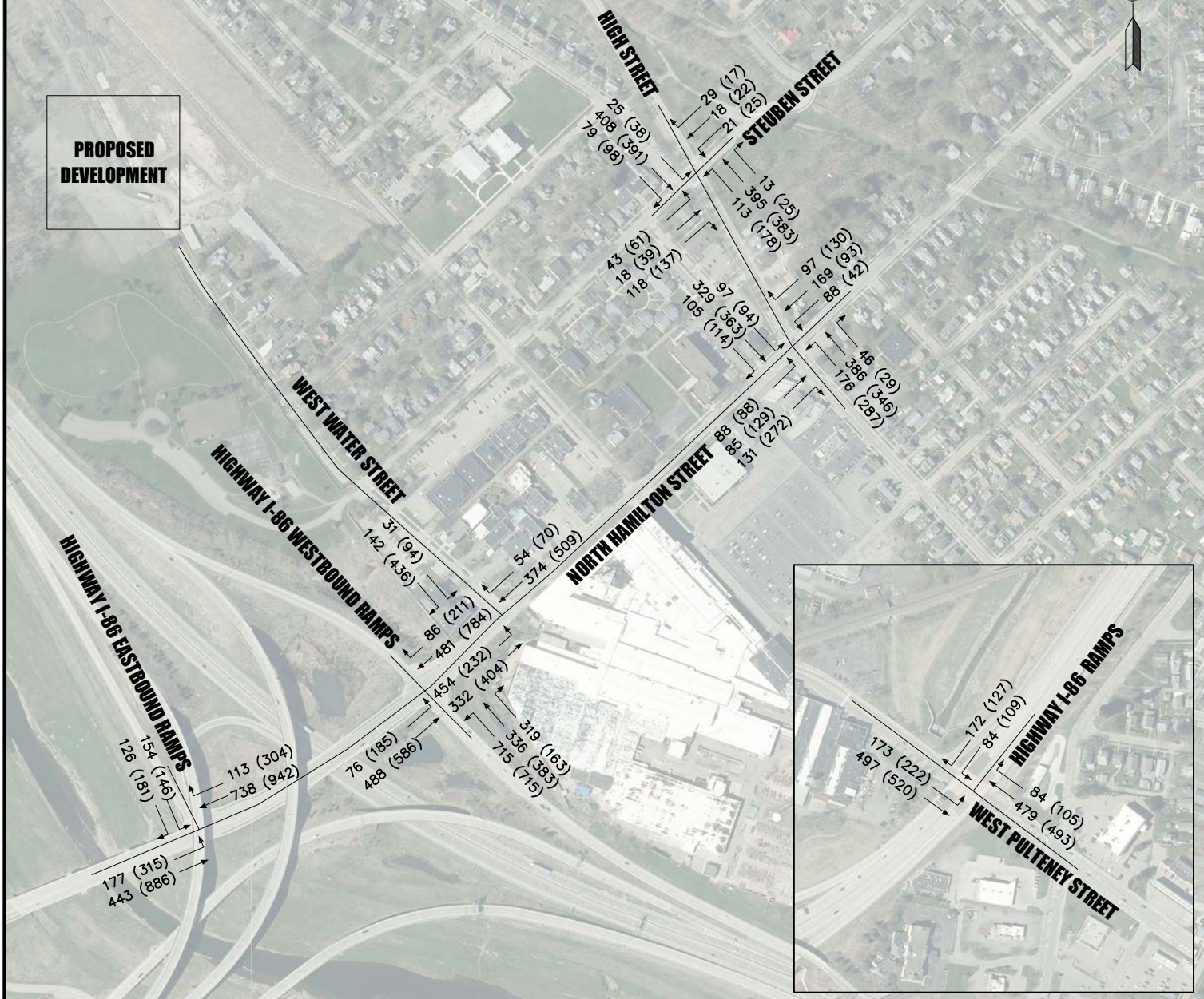
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PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
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MAXIMUM DEVELOPMENT ALTERNATIVE (2030)



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

- o 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.
- o 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

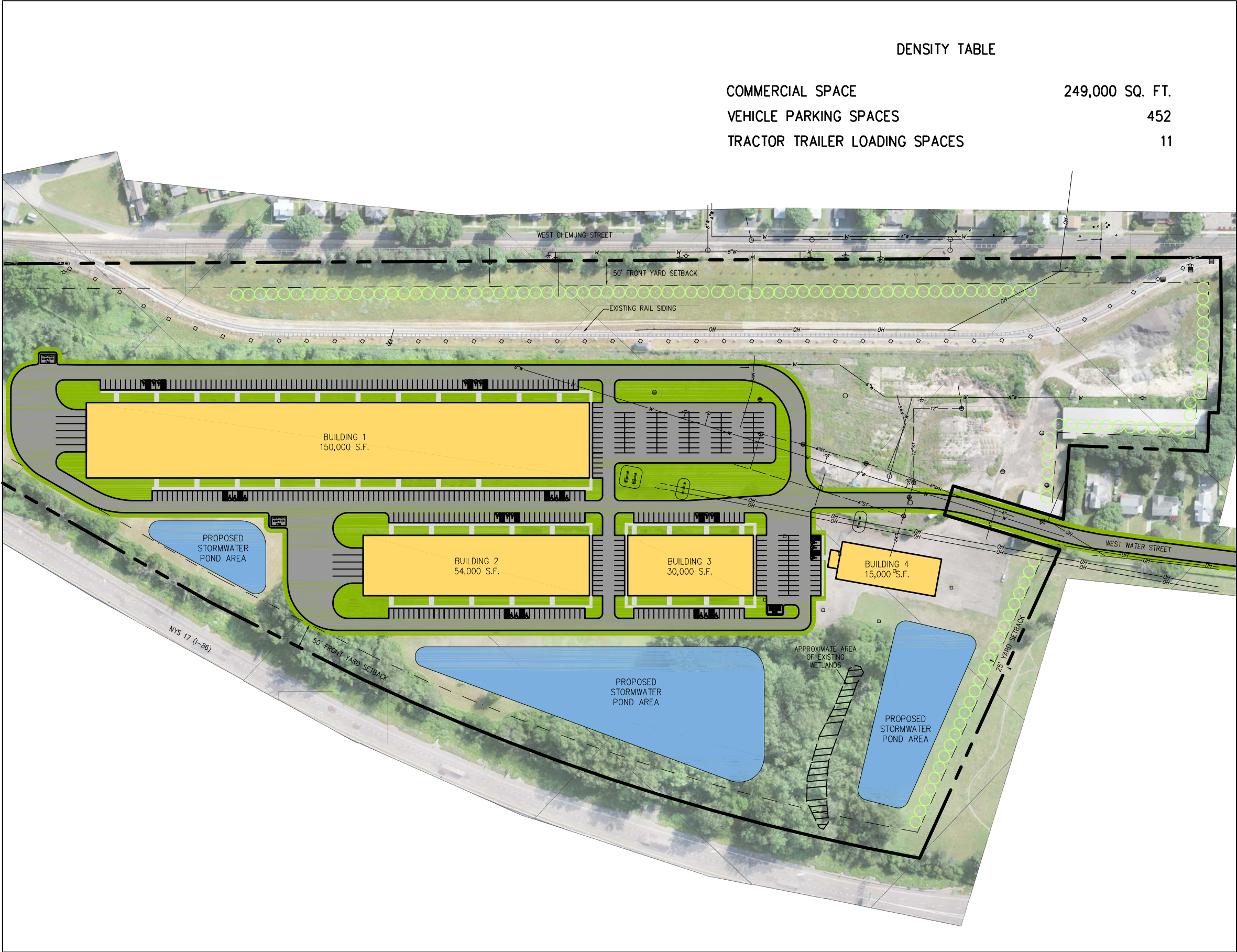
Business Park PM

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

Directional Distribution

Entering 23%
Exiting 77%





DENSITY TABLE

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

ALTERNATIVE OF CHOICE



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


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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

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

MAXIMUM BUILD ALTERNATIVE



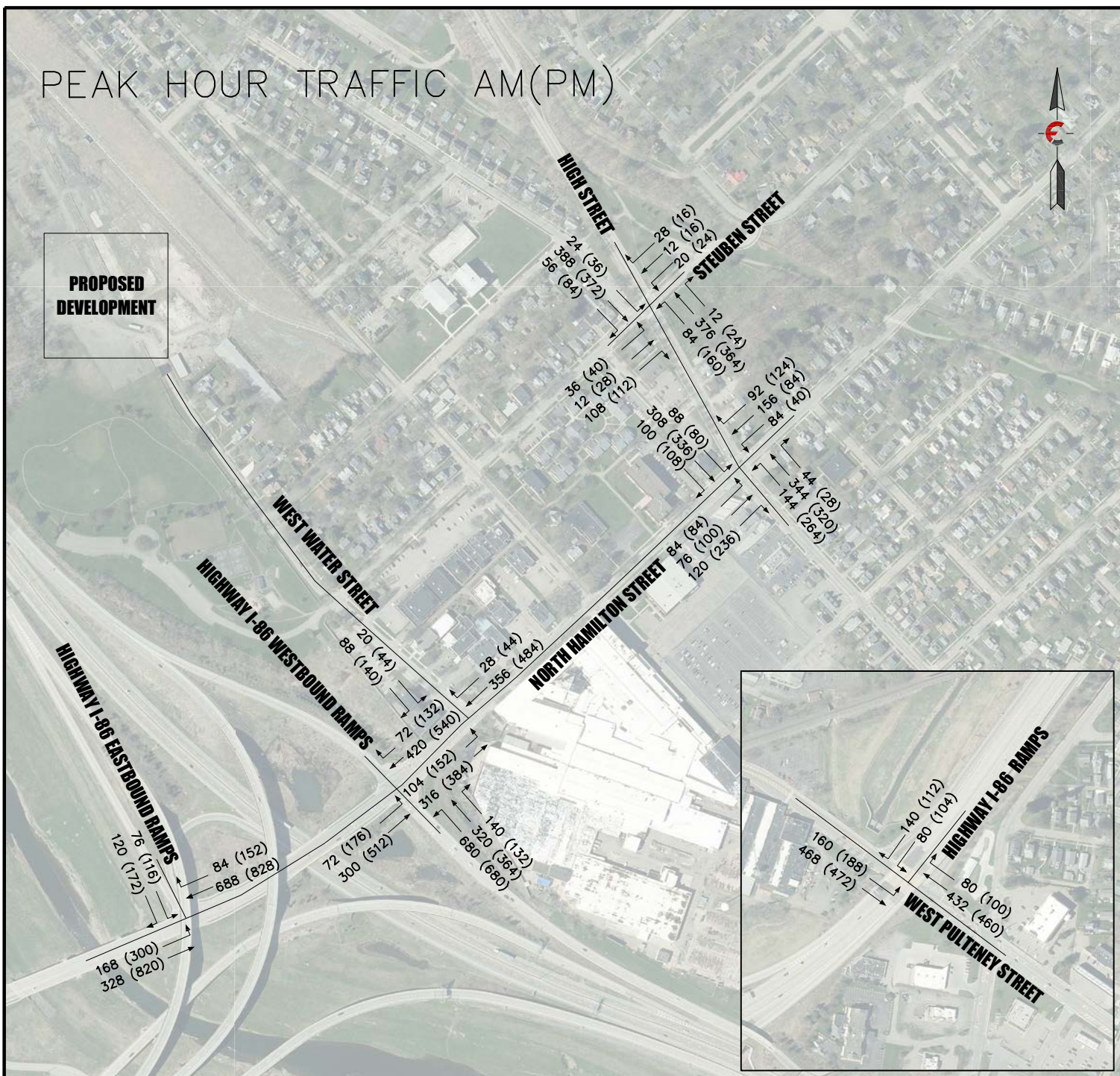
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PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
DEVELOPMENT**



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: -

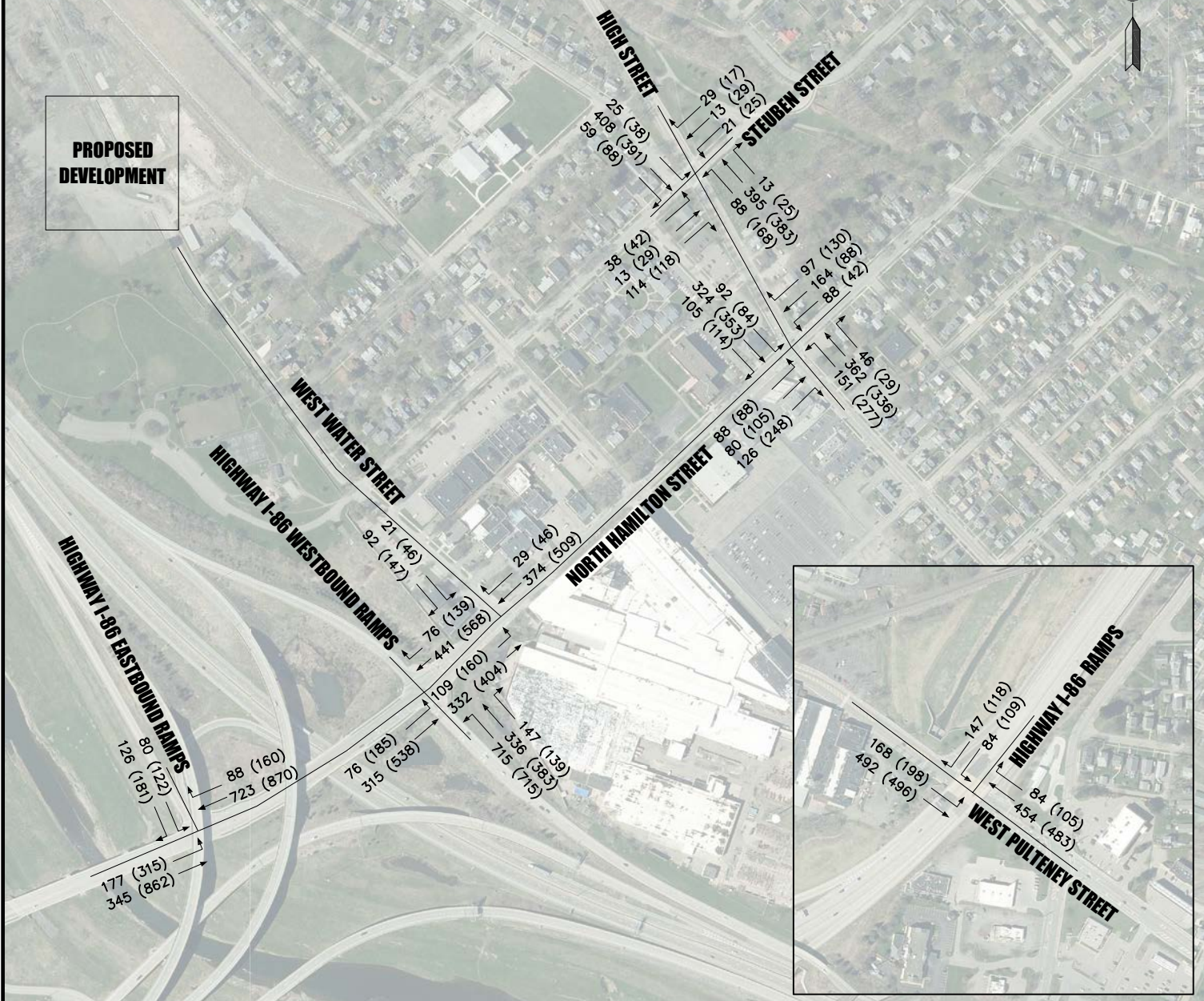
Project No.: 2020.045.001

Drawing Name:
trafficstudy-existingcondition2025.dwg

PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
DEVELOPMENT**



BACKGROUND CONDITION (2030)



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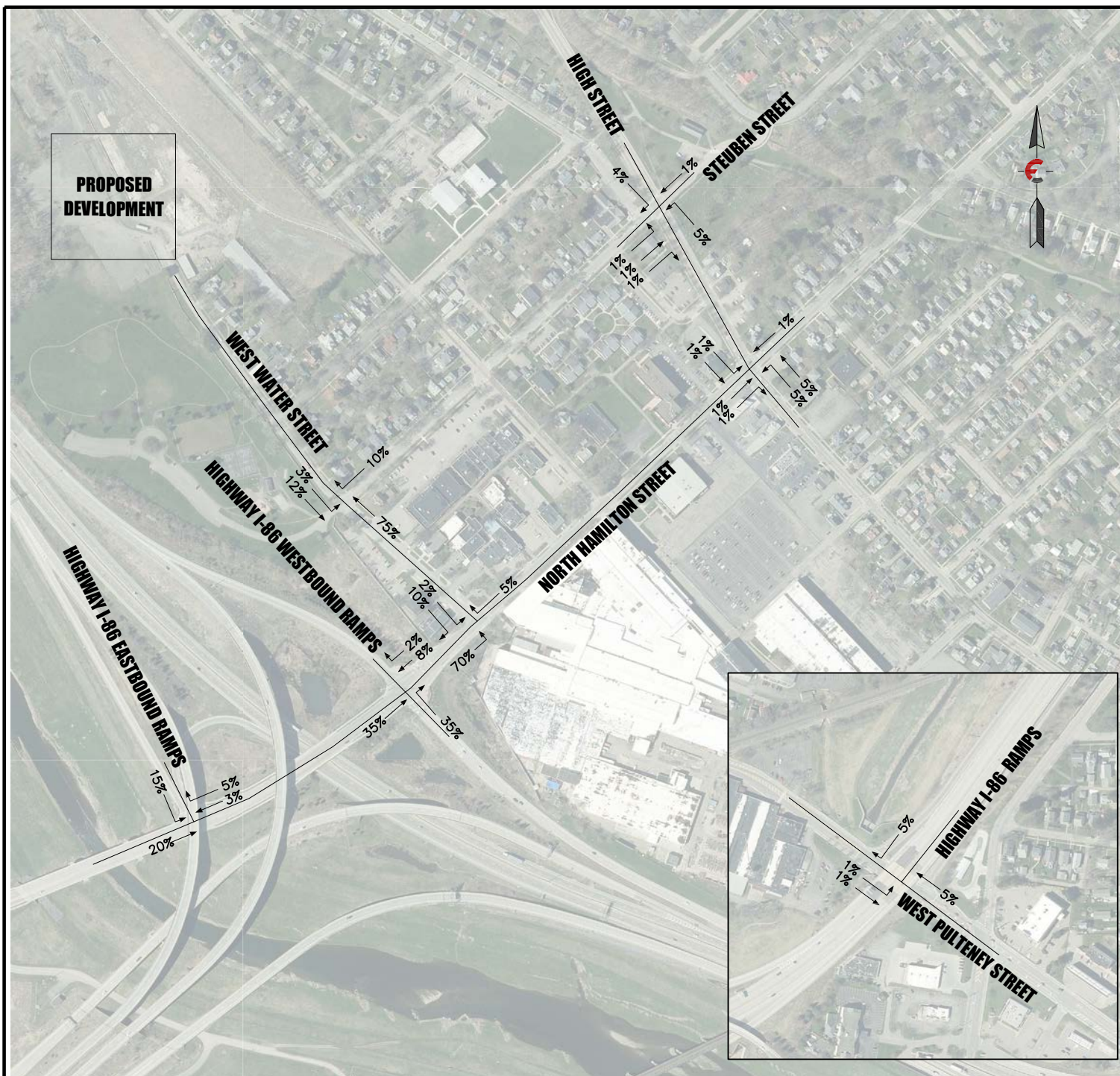
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WEST WATER STREET REDEVELOPMENT PROJECT

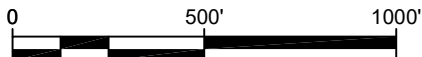
VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

Scale:	1"=500'
Date:	7/28/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	study-backgroundcondition2030.dwg



OVERALL
ENTERING - 85%
EXITING - 15%

NEW TRIP DISTRIBUTION (AM)



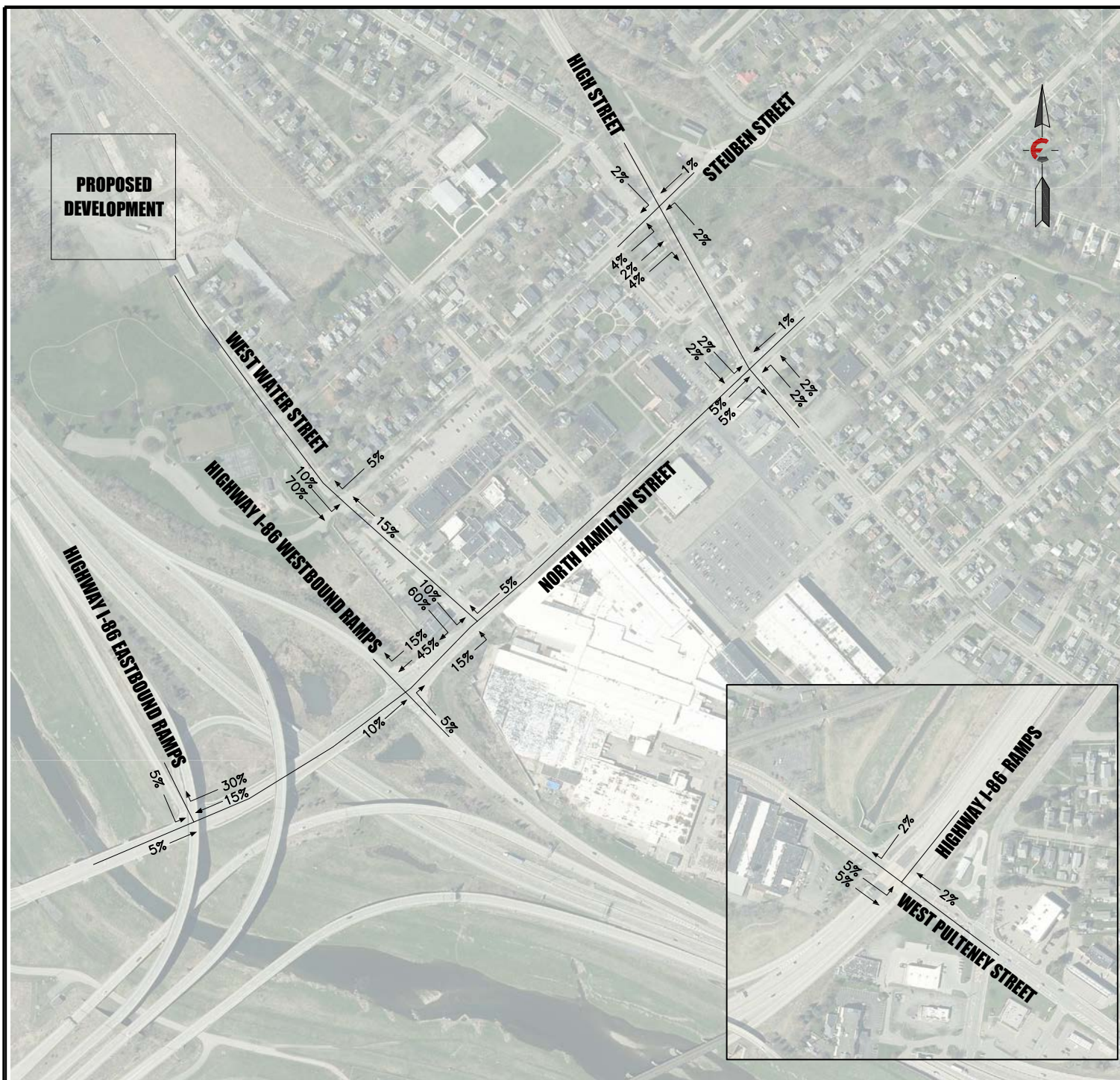
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WEST WATER STREET REDEVELOPMENT PROJECT

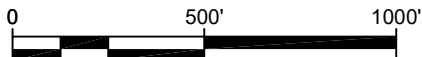
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Scale:	1" = 500'
Date:	7/28/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	trafficstudy-tripdistribution-am.dwg



OVERALL
ENTERING - 20%
EXITING - 80%

NEW TRIP DISTRIBUTION (PM)

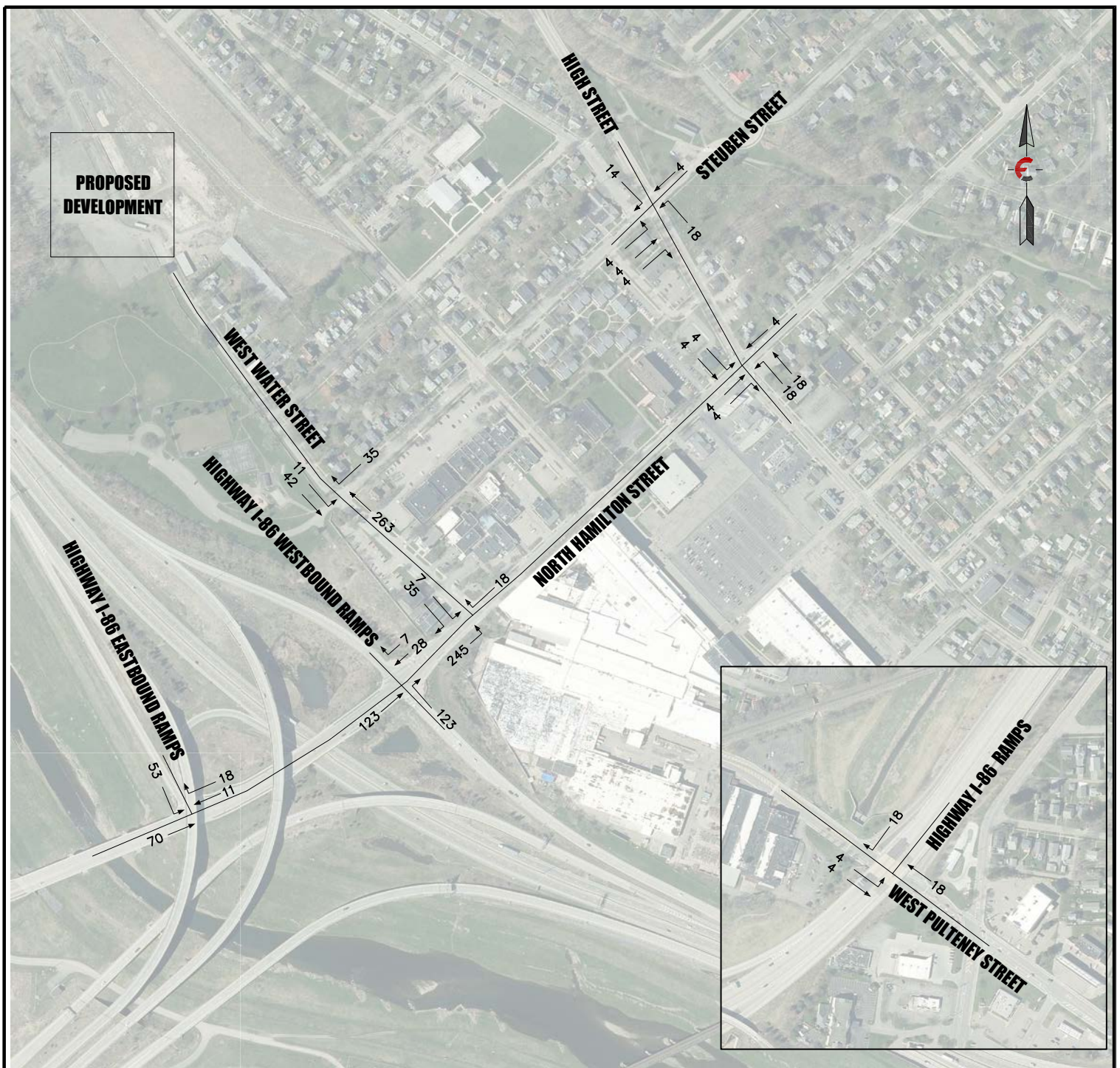


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Checked By:	-
Project No.:	2020.045.001
Drawing Name:	trafficstudy-tripdistribution-pm.dwg



ALTERNATIVE OF CHOICE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%



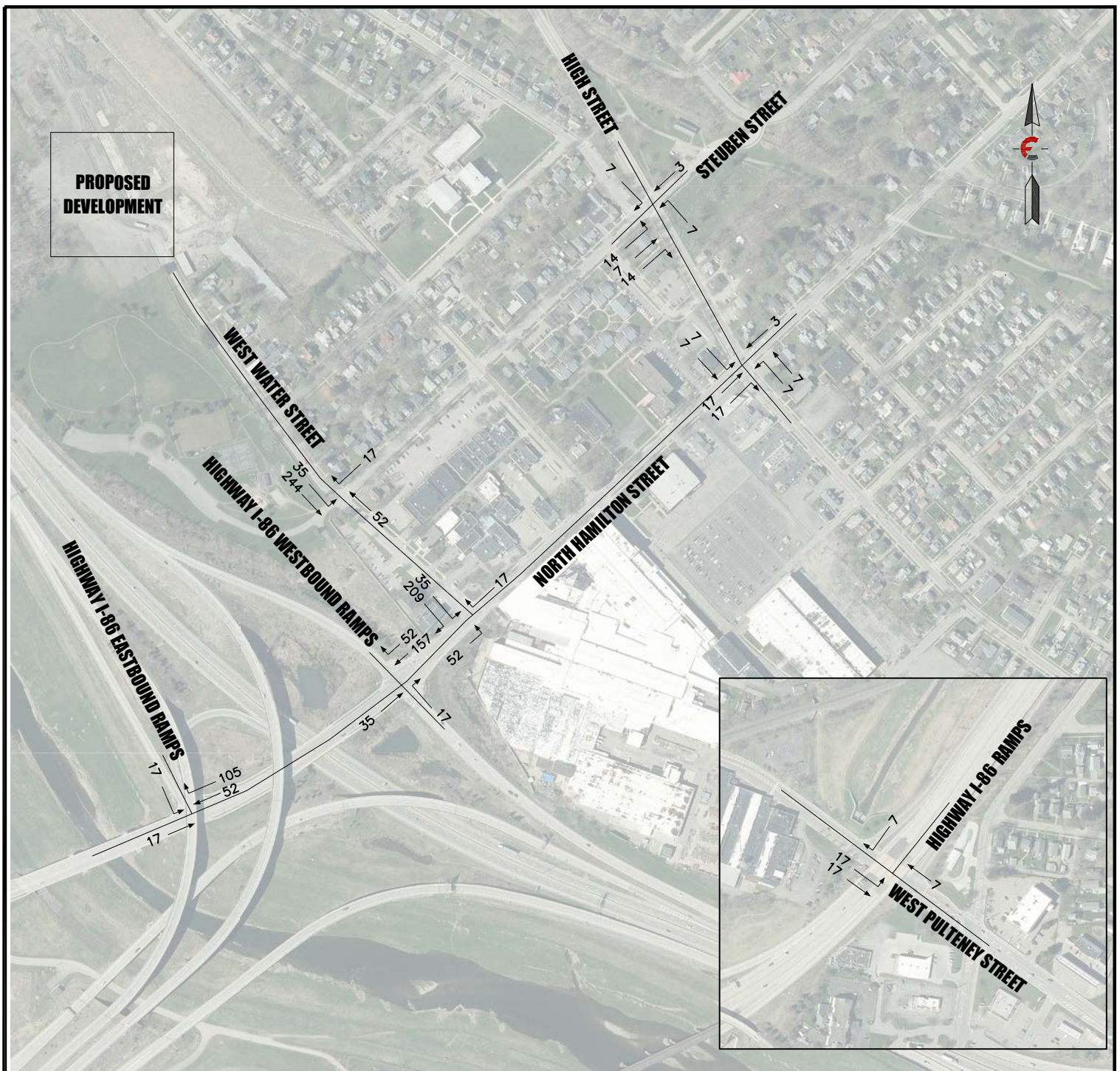
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Checked By:	-
Project No.:	2020.045.001
Drawing Name:	

trafficstudy-tripgeneration-altofchoice-am.dwg



OVERALL
ENTERING - 20%
EXITING - 80%

ALTERNATIVE OF CHOICE - TRIP GENERATION (PM)



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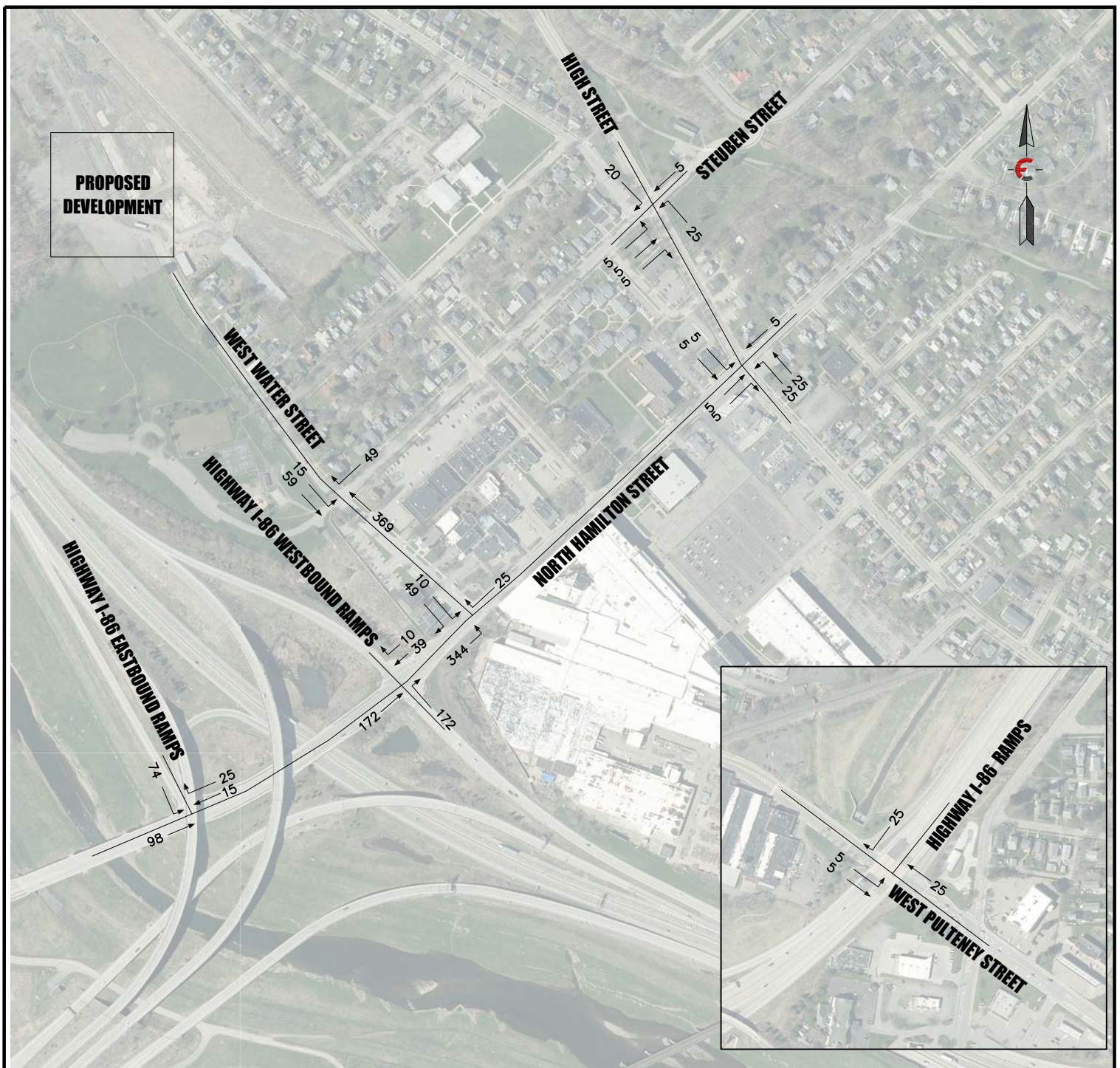
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VILLAGE OF PAINTED POST, STEUBEN COUNTY, NEW YORK

Scale:	1" = 500'
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Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	

trafficstudy-tripgeneration-altofchoice-pm.dwg



MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (AM)

OVERALL
ENTERING - 85%
EXITING - 15%



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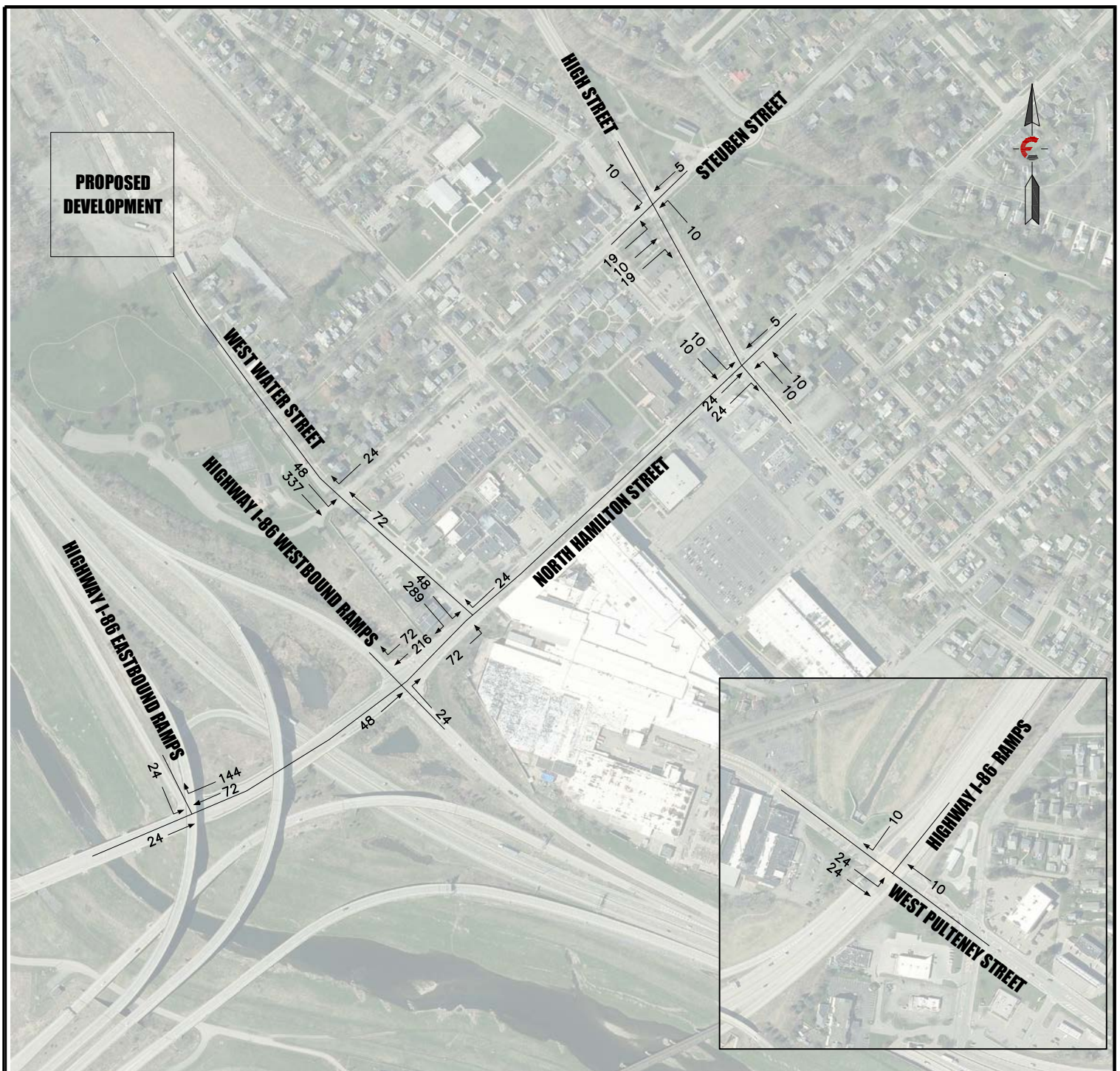
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Scale:	1" = 500'
Date:	7/28/2025
Design By:	-
Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	

trafficstudy-tripgeneration-maxbuild-am.dwg



MAXIMUM DEVELOPMENT ALTERNATIVE - TRIP GENERATION (PM)

OVERALL
 ENTERING - 20%
 EXITING - 80%



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WEST WATER STREET REDEVELOPMENT PROJECT

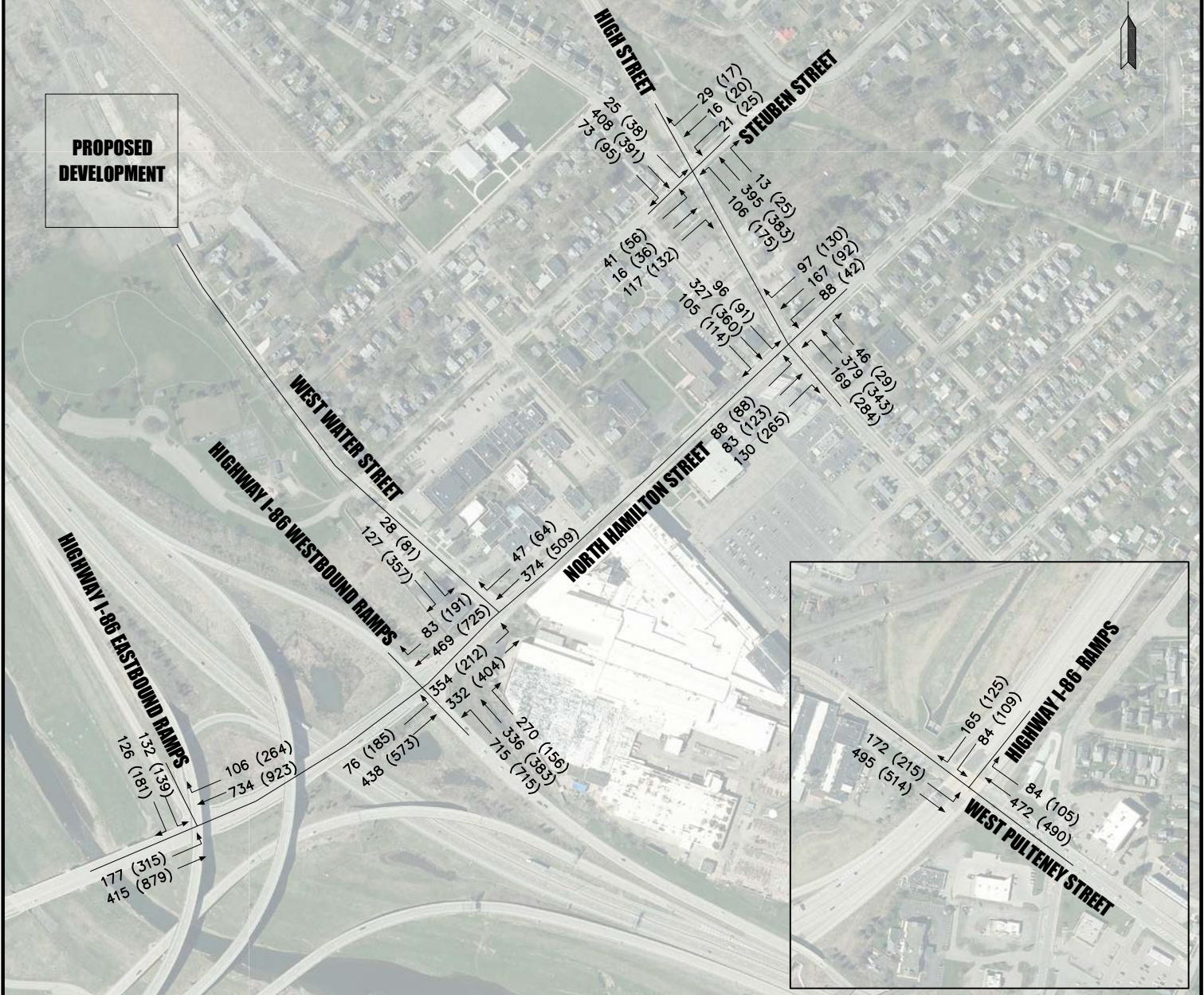
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Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	tafrcstudy-tripgeneration-maxbuild-pm.dwg

PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
DEVELOPMENT**



ALTERNATIVE OF CHOICE (2030)



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WEST WATER STREET REDEVELOPMENT PROJECT

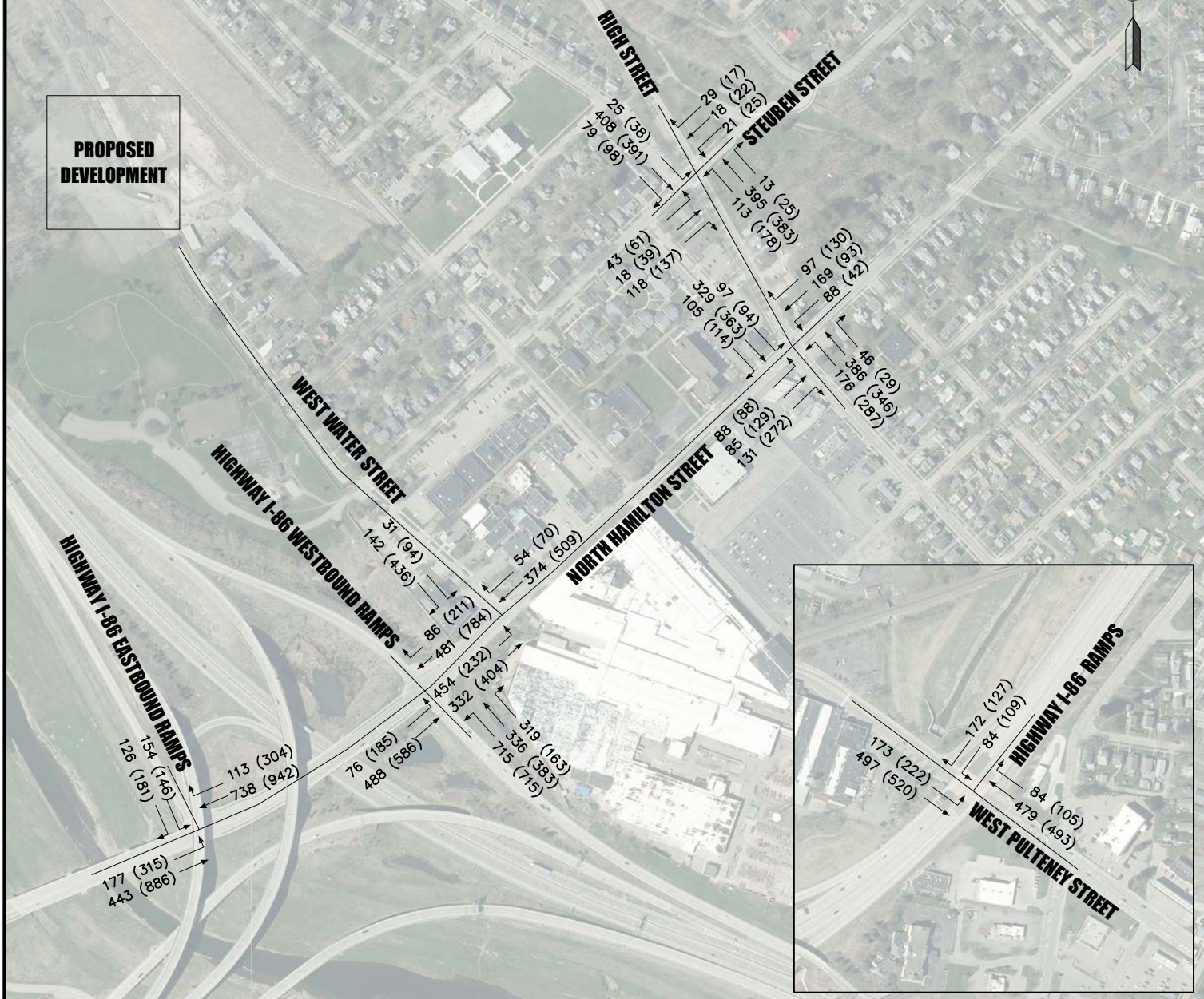
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Date:	7/28/2025
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Drawn By:	MAB
Checked By:	-
Project No.:	2020.045.001
Drawing Name:	trafficstudy-alttochoice-2030.dwg

PEAK HOUR TRAFFIC AM(PM)



**PROPOSED
DEVELOPMENT**



MAXIMUM DEVELOPMENT ALTERNATIVE (2030)



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Date:	7/28/2025
Design By:	-
Drawn By:	MAB
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				

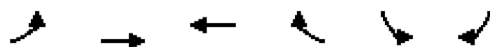
Notes:

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

All units are in feet

I-86 EB Ramps & S. Hamilton St.
2025 Existing Conditions (AM)

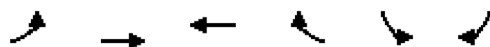
07/30/2025



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					CI+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	

I-86 EB Ramps & S. Hamilton St.
2025 Existing Conditions (AM)

07/30/2025



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 Effect 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

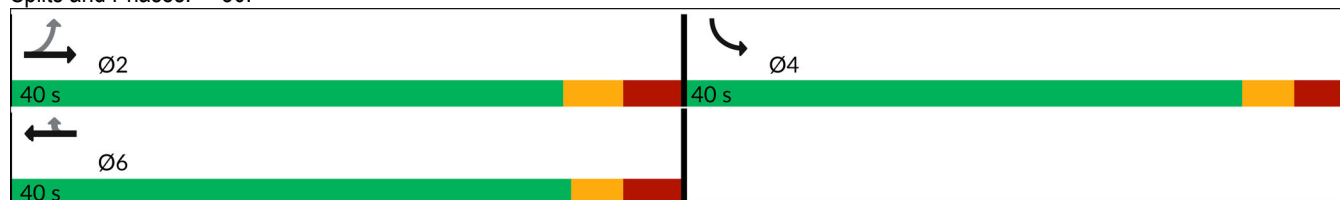
Intersection LOS: A

Intersection Capacity Utilization 56.6%

ICU Level of Service B

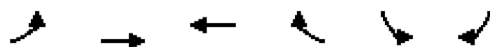
Analysis Period (min) 15

Splits and Phases: 30:



I-86 EB Ramps & S. Hamilton St.
2025 Existing Conditions (PM)

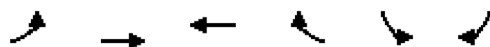
07/30/2025



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					CI+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	

I-86 EB Ramps & S. Hamilton St.
2025 Existing Conditions (PM)

07/30/2025



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 Effect 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

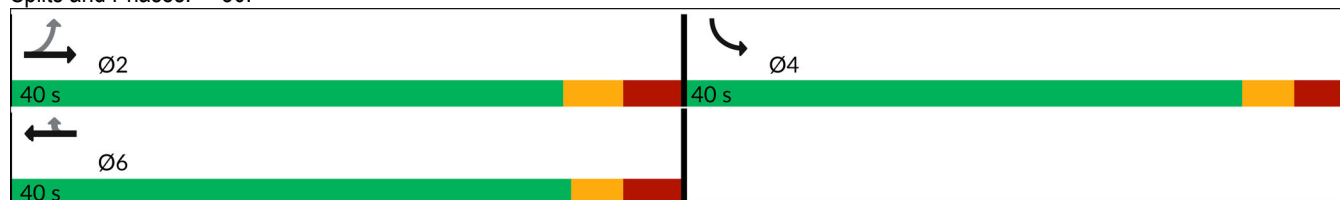
Intersection LOS: B

Intersection Capacity Utilization 73.2%

ICU Level of Service D

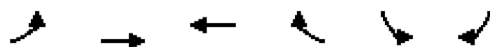
Analysis Period (min) 15

Splits and Phases: 30:

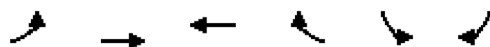


I-86 EB Ramps & S. Hamilton St.
2030 Alternative of Choice (AM)

07/31/2025



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					CI+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 Effect 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

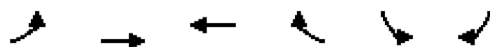
Analysis Period (min) 15

Splits and Phases: 30:

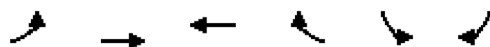


I-86 EB Ramps & S. Hamilton St.
2030 Alternative of Choice (PM)

07/31/2025



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 Effect 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

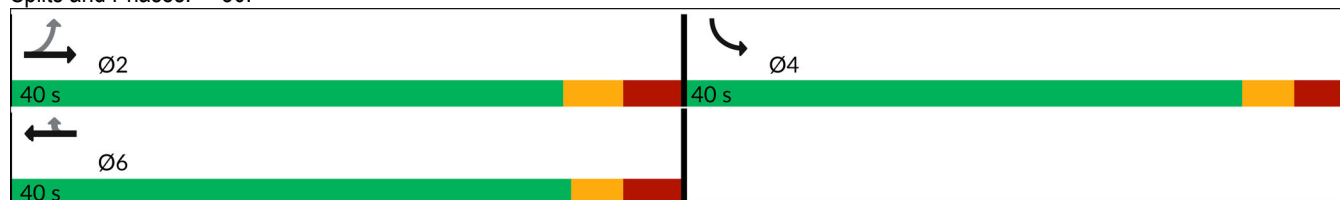
Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

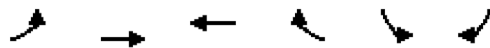
Analysis Period (min) 15

Splits and Phases: 30:



I-86 EB Ramps & S. Hamilton St.
2030 Background Condition (AM)

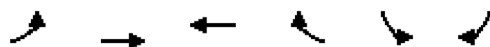
07/31/2025



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	

I-86 EB Ramps & S. Hamilton St.
2030 Background Condition (AM)

07/31/2025



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 Effect 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

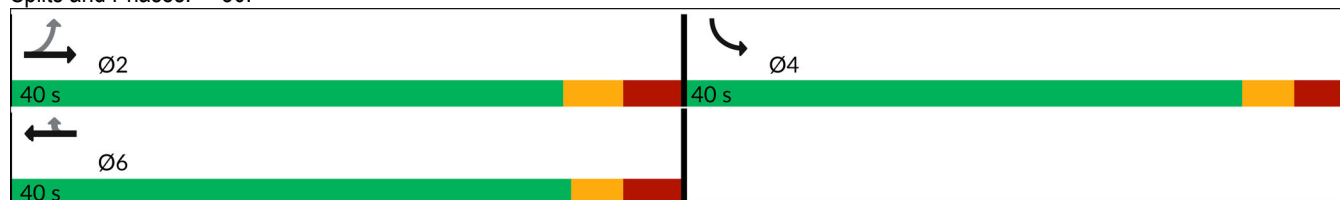
Intersection LOS: A

Intersection Capacity Utilization 58.6%

ICU Level of Service B

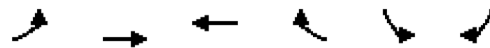
Analysis Period (min) 15

Splits and Phases: 30:



I-86 EB Ramps & S. Hamilton St.
2030 Background Condition (PM)

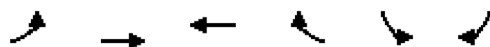
07/31/2025



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	

I-86 EB Ramps & S. Hamilton St.
2030 Background Condition (PM)

07/31/2025



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 Effect 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

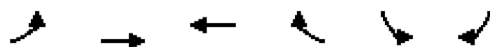
Analysis Period (min) 15

Splits and Phases: 30:



I-86 EB Ramps & S. Hamilton St.
2030 Maximum Development Alternative (AM)

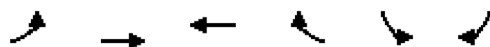
07/31/2025



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	

I-86 EB Ramps & S. Hamilton St.
2030 Maximum Development Alternative (AM)

07/31/2025

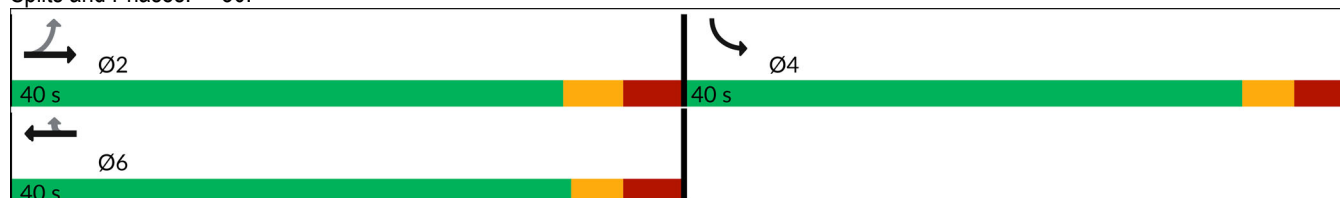


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	33.0	33.0	33.5	33.5	33.5	
Yellow Time (s)	3.6	3.6	3.1	3.1	3.1	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.5	6.5	6.5	
Lead/Lag						
Lead-Lag 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 Effect 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

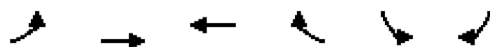
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 62.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 30:



I-86 EB Ramps & S. Hamilton St.
2030 Maximum Development Alternative (PM)

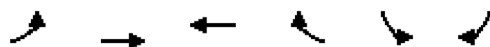
07/31/2025



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	

I-86 EB Ramps & S. Hamilton St.
2030 Maximum Development Alternative (PM)

07/31/2025



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 Effect 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

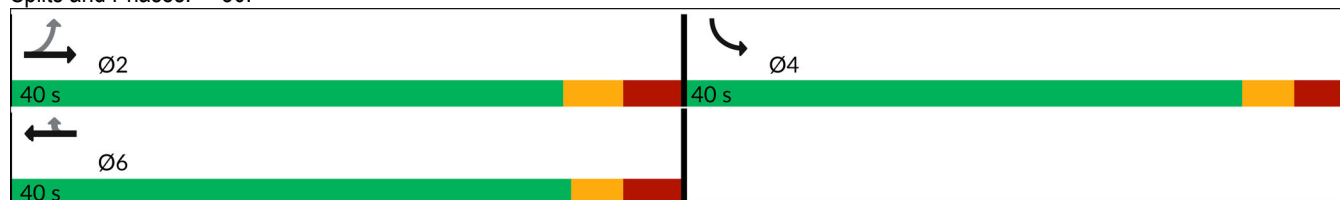
Intersection LOS: C

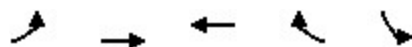
Intersection Capacity Utilization 79.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 30:

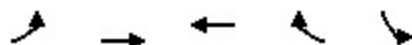




Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	168	328	688	84	196
v/c Ratio	0.37	0.28	0.30	0.08	0.57
Control Delay (s/veh)	9.2	6.3	5.7	1.8	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.2	6.3	5.7	1.8	16.4
Queue Length 50th (ft)	24	43	46	0	23
Queue Length 95th (ft)	72	96	89	14	73
Internal 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.

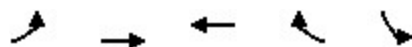


Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	300	820	828	152	288
v/c Ratio	0.88	0.78	0.41	0.16	0.69
Control Delay (s/veh)	45.2	18.7	8.7	2.1	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.2	18.7	8.7	2.1	24.7
Queue Length 50th (ft)	86	210	79	0	70
Queue Length 95th (ft)	#270	#510	147	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

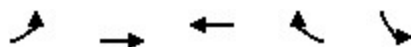
Intersection Summary

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

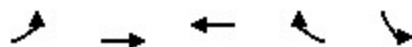
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

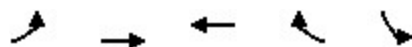
Queue shown is maximum after two cycles.

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

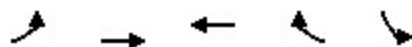
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

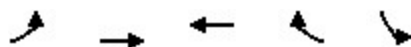
Queue shown is maximum after two cycles.

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.

I-86 WB Ramps & N. Hamilton St.
2025 Existing Conditions (AM)

07/29/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2025 Existing Conditions (AM)

07/29/2025

												
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 Effect 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

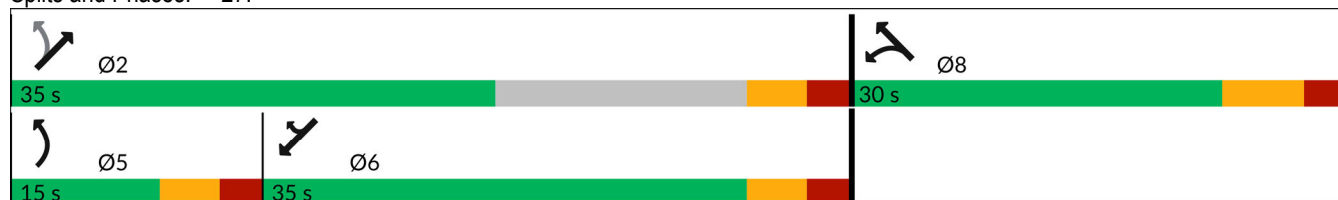
Intersection LOS: C

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 27:



I-86 WB Ramps & N. Hamilton St.
2025 Existing Conditions (PM)

07/29/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2025 Existing Conditions (PM)

07/29/2025

												
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 Effect 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

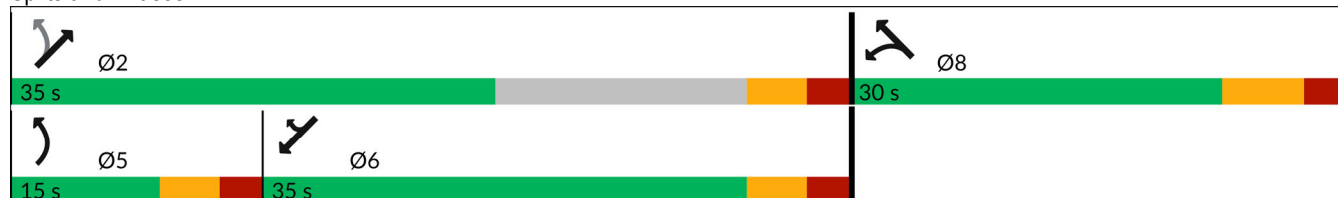
Intersection LOS: C

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

I-86 WB Ramps & N. Hamilton St.
2030 Alternative of Choice (AM)

07/31/2025

												
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 Effect 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

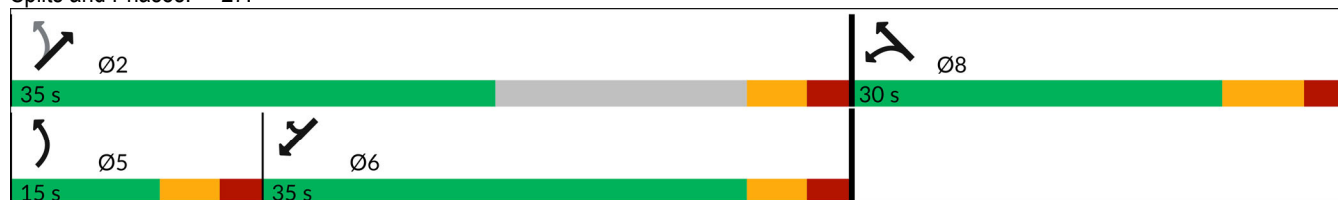
Intersection LOS: C

Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 27:



I-86 WB Ramps & N. Hamilton St.
2030 Alternative of Choice (PM)

07/31/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2030 Alternative of Choice (PM)

07/31/2025

												
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 Effect 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

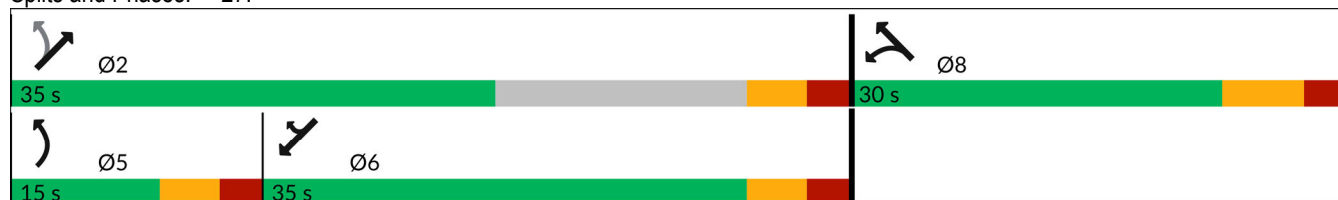
Intersection LOS: C

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27:



I-86 WB Ramps & N. Hamilton St.
2030 Background Condition (AM)

07/31/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2030 Background Condition (AM)

07/31/2025

												
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 Effect 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

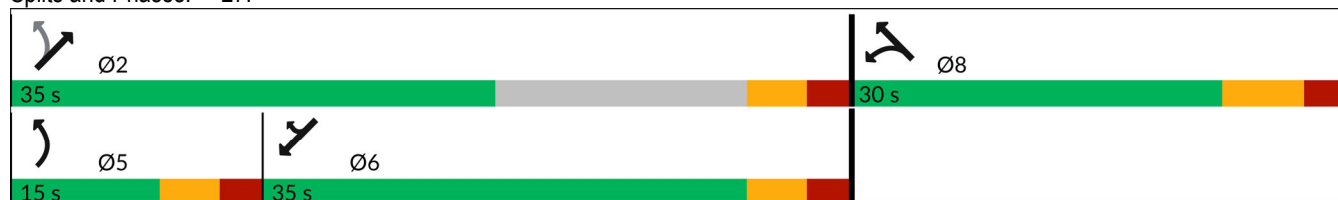
Intersection LOS: C

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 27:



I-86 WB Ramps & N. Hamilton St.
2030 Background Condition (PM)

07/31/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2030 Background Condition (PM)

07/31/2025

												
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 Effect 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

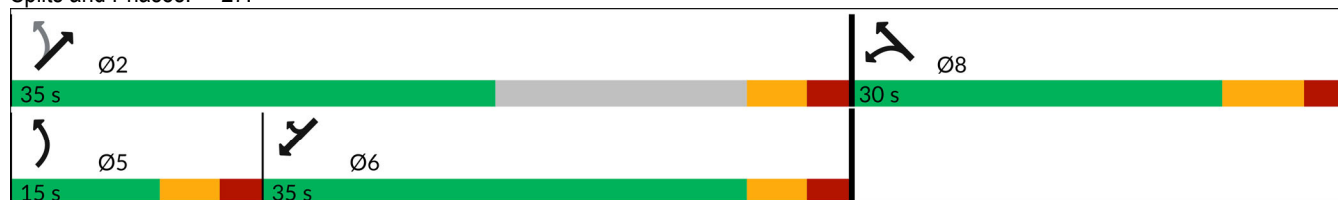
Intersection LOS: C

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27:



I-86 WB Ramps & N. Hamilton St.
2030 Maximum Development Alternative (AM)

07/31/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2030 Maximum Development Alternative (AM)

07/31/2025

												
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 Effect 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

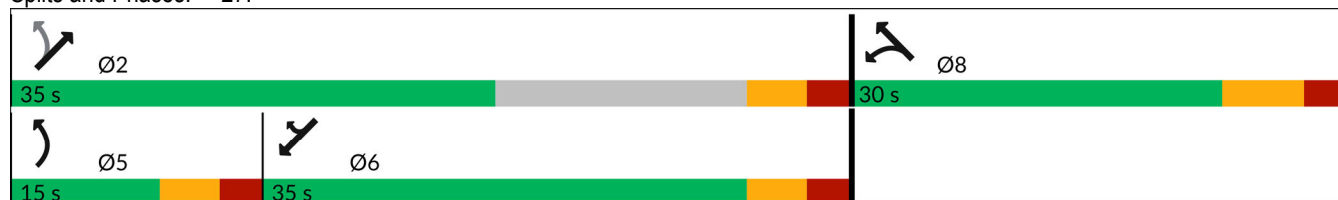
Intersection LOS: C

Intersection Capacity Utilization 64.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27:



I-86 WB Ramps & N. Hamilton St.
2030 Maximum Development Alternative (PM)

07/31/2025

												
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

I-86 WB Ramps & N. Hamilton St.
2030 Maximum Development Alternative (PM)

07/31/2025

												
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 Effect 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

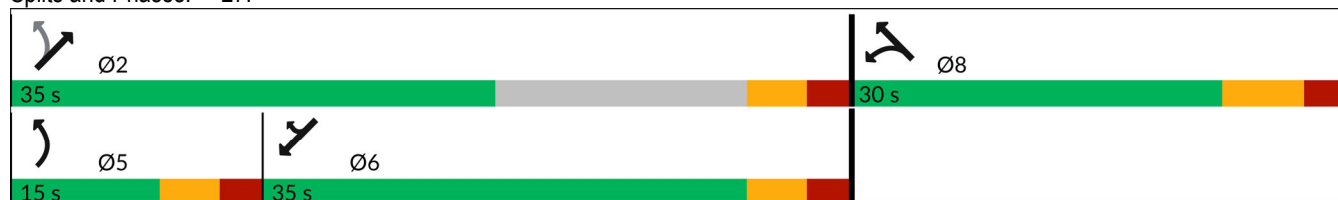
Intersection LOS: C

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.

N. Hamilton & High
2025 Existing Conditions (AM)

07/29/2025

												
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	

N. Hamilton & High
2025 Existing Conditions (AM)

07/29/2025

												
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 Effect 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

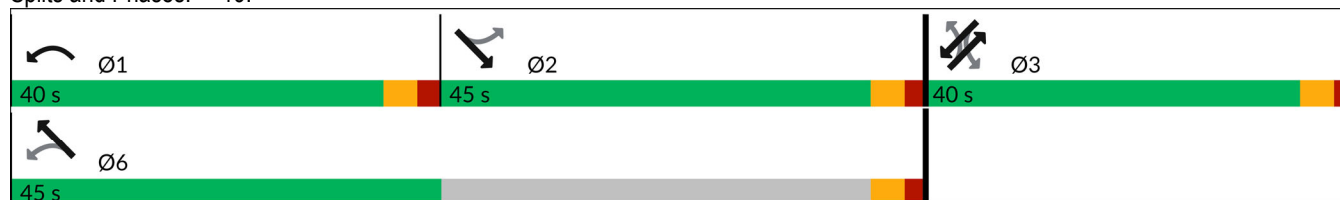
Intersection LOS: B

Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 19:



N. Hamilton & High
2025 Existing Conditions (PM)

07/29/2025

												
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	

N. Hamilton & High
2025 Existing Conditions (PM)

07/29/2025

												
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 Effect 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

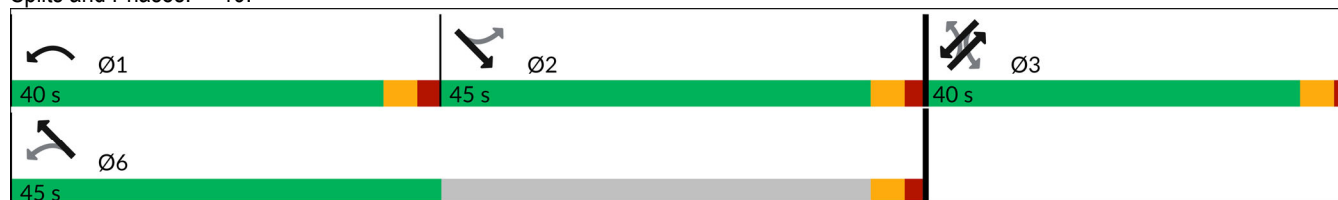
Intersection LOS: C

Intersection Capacity Utilization 80.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 19:



N. Hamilton & High
2030 Alternative of Choice (AM)

07/31/2025

												
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 Effect 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

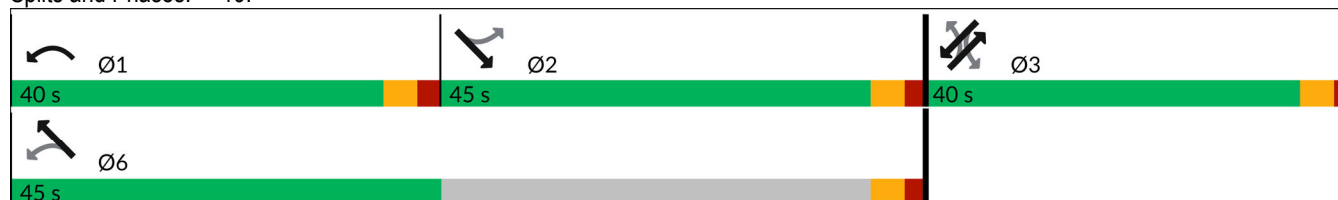
Intersection LOS: B

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 19:



N. Hamilton & High
2030 Alternative of Choice (PM)

07/31/2025

												
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 Effect 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

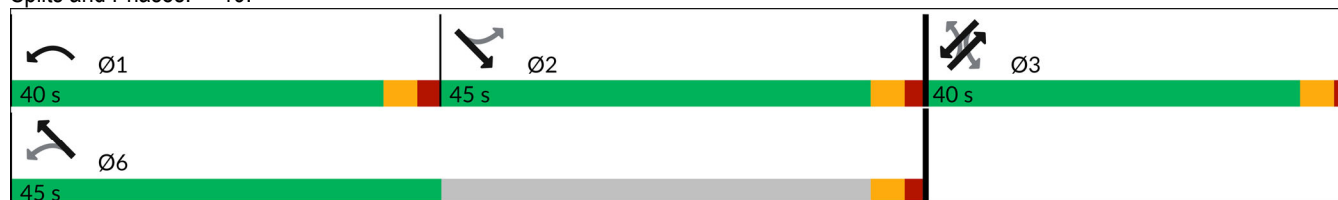
Intersection LOS: C

Intersection Capacity Utilization 86.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 19:



N. Hamilton & High
2030 Background Condition (AM)

07/31/2025

												
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	

N. Hamilton & High
2030 Background Condition (AM)

07/31/2025

												
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 Effect 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

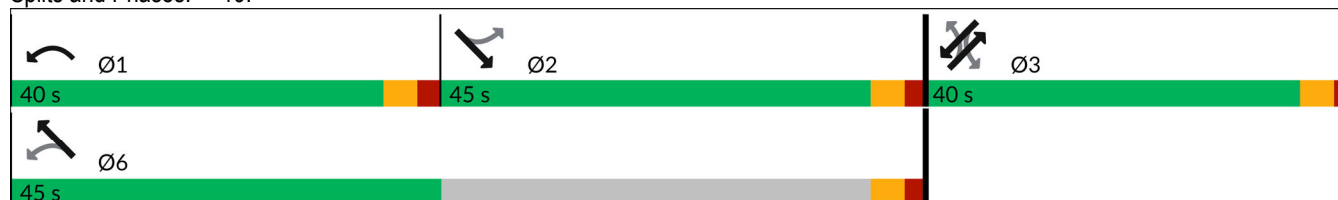
Intersection LOS: B

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 19:



N. Hamilton & High
2030 Background Condition (PM)

07/31/2025

												
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	

N. Hamilton & High
2030 Background Condition (PM)

07/31/2025

												
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 Effect 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

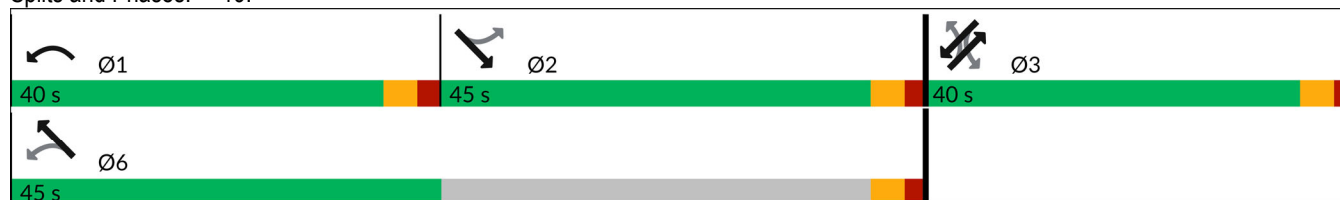
Intersection LOS: C

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 19:



N. Hamilton & High
2030 Maximum Development Alternative (AM)

07/31/2025

												
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	

N. Hamilton & High
2030 Maximum Development Alternative (AM)

07/31/2025

												
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 Effect 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

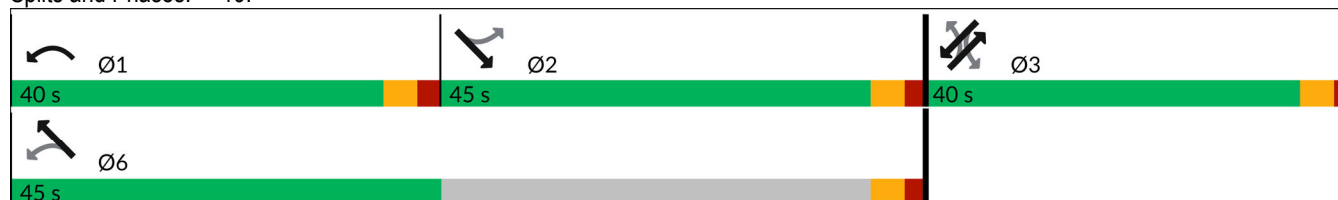
Intersection LOS: B

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	

N. Hamilton & High
2030 Maximum Development Alternative (PM)

07/31/2025

												
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 Effect 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

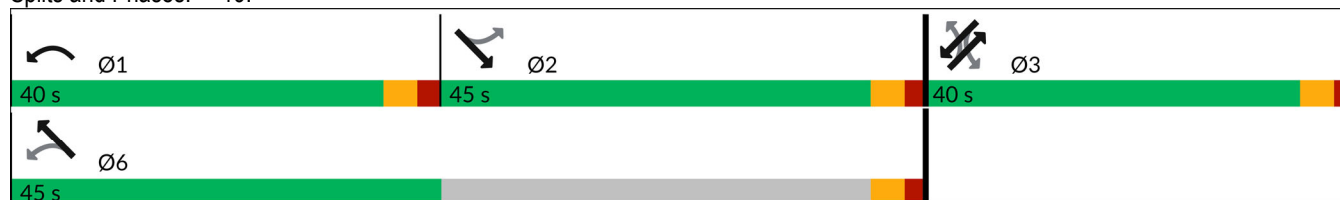
Intersection LOS: C

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								

N. Hamilton & W. Water
2025 Existing Conditions (AM)

07/30/2025



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 Effect 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

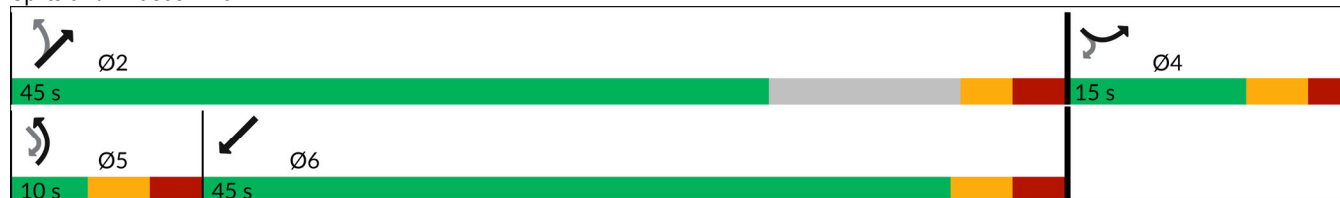
Intersection LOS: A

Intersection Capacity Utilization 45.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3:



N. Hamilton & W. Water
2025 Existing Conditions (PM)

07/30/2025



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 Effect 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

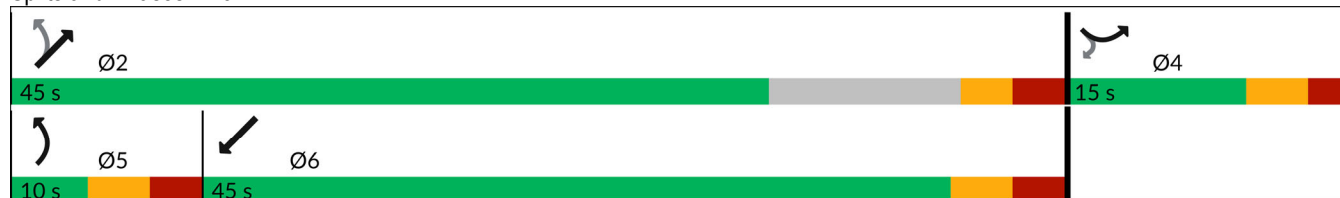
Intersection LOS: A

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 Effect 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

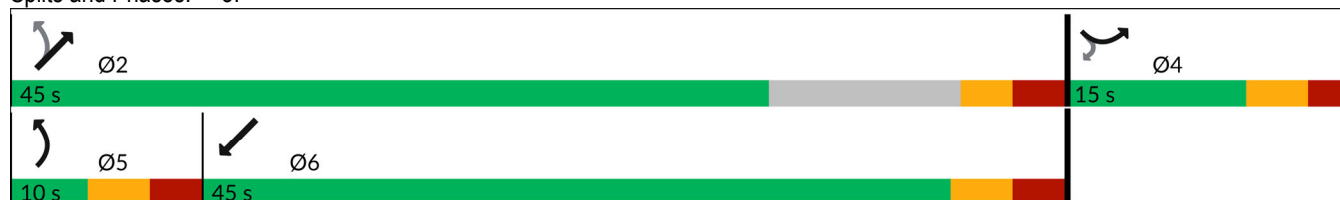
Intersection LOS: A

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 Effect 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

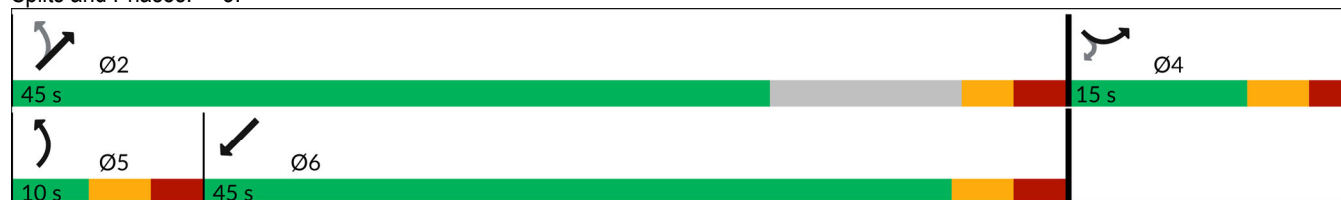
Intersection LOS: B

Intersection Capacity Utilization 62.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3:



N. Hamilton & W. Water
2030 Background Condition (AM)

07/31/2025



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 Effect 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

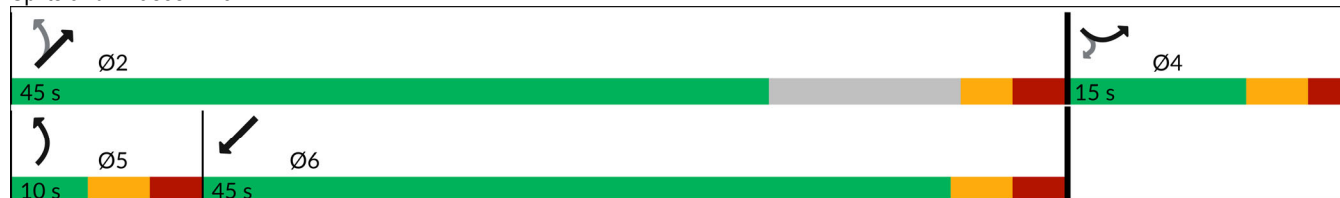
Intersection LOS: A

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3:



N. Hamilton & W. Water
2030 Background Condition (PM)

07/31/2025



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 Effect 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

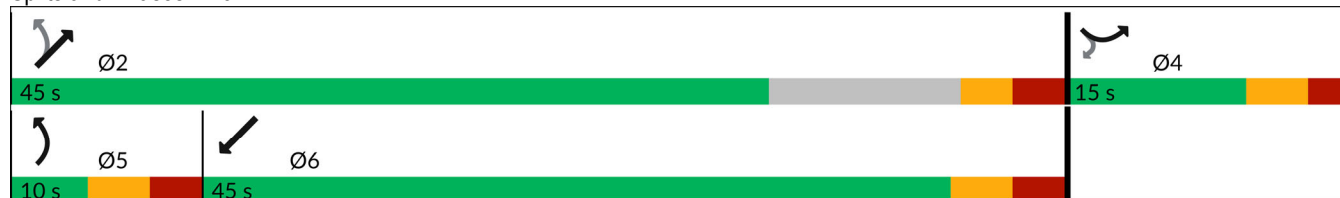
Intersection LOS: A

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3:



N. Hamilton & W. Water
2030 Maximum Development Alternative (AM)

07/31/2025

						
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 Effect 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

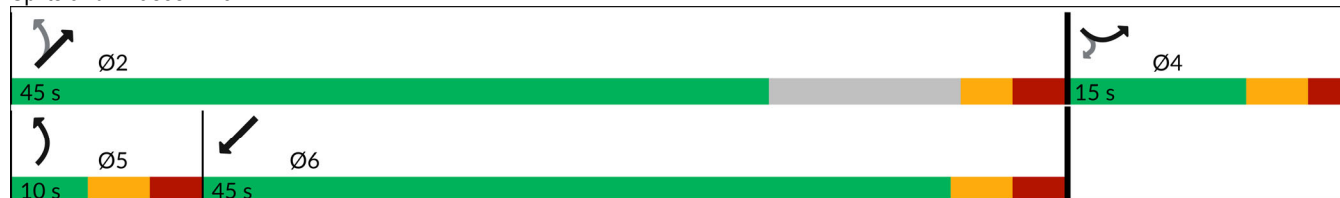
Intersection LOS: B

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 Effect 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

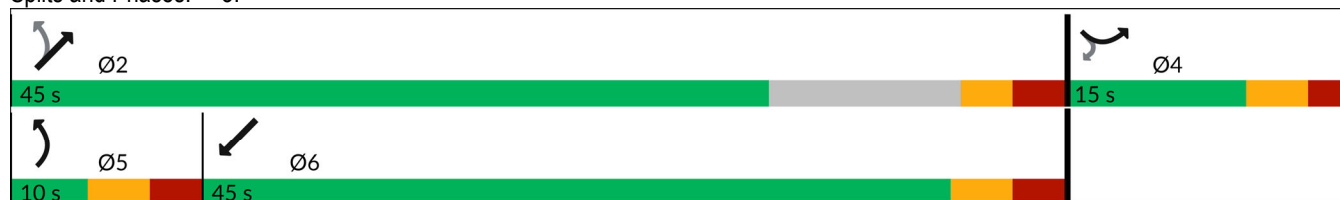
Intersection LOS: B

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.

I-86 Off-Ramp & Pulteney
2025 Existing Conditions (AM)

07/30/2025

						
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

I-86 Off-Ramp & Pulteney
2025 Existing Conditions (AM)

07/30/2025



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 Effect 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:



I-86 On-Ramp & Pulteney
2025 Existing Conditions (AM)

07/30/2025

						
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		

I-86 On-Ramp & Pulteney
2025 Existing Conditions (AM)

07/30/2025



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 Effect 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:



I-86 Off-Ramp & Pulteney
2025 Existing Conditions (PM)

07/30/2025



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

I-86 Off-Ramp & Pulteney
2025 Existing Conditions (PM)

07/30/2025



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 Effect 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:



I-86 On-Ramp & Pulteney
2025 Existing Conditions (PM)

07/30/2025

						
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		

I-86 On-Ramp & Pulteney
2025 Existing Conditions (PM)

07/30/2025



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 Effect 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:



I-86 Off-Ramp & Pulteney
2030 Alternative of Choice (AM)

07/31/2025

						
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
Fr t						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 Effect 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:



I-86 On-Ramp & Pulteney
2030 Alternative of Choice (AM)

07/31/2025

						
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 Effect 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:



I-86 Off-Ramp & Pulteney
2030 Alternative of Choice (PM)

07/31/2025

						
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 Effect 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:



I-86 On-Ramp & Pulteney
2030 Alternative of Choice (PM)

07/31/2025

						
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 Effect 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:



I-86 Off-Ramp & Pulteney
2030 Background Condition (AM)

07/31/2025

						
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
Fr _t						0.850
Fl _t Protected					0.950	
Satd. Flow (prot)	0	3539	1863	0	1770	1583
Fl _t 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

I-86 Off-Ramp & Pulteney
2030 Background Condition (AM)

07/31/2025



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 Effect 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:



I-86 On-Ramp & Pulteney
2030 Background Condition (AM)

07/31/2025

						
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		

I-86 On-Ramp & Pulteney
2030 Background Condition (AM)

07/31/2025



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 Effect 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:



I-86 Off-Ramp & Pulteney
2030 Background Condition (PM)

07/31/2025



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

I-86 Off-Ramp & Pulteney
2030 Background Condition (PM)

07/31/2025



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 Effect 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:



I-86 On-Ramp & Pulteney
2030 Background Condition (PM)

07/31/2025

						
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		

I-86 On-Ramp & Pulteney
2030 Background Condition (PM)

07/31/2025



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 Effect 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:



I-86 Off-Ramp & Pulteney
2030 Maximum Development Alternative (AM)

07/31/2025

						
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
Friction						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

I-86 Off-Ramp & Pulteney
2030 Maximum Development Alternative (AM)

07/31/2025



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 Effect 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:



I-86 On-Ramp & Pulteney
2030 Maximum Development Alternative (AM)

07/31/2025

						
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		

I-86 On-Ramp & Pulteney
2030 Maximum Development Alternative (AM)

07/31/2025



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 Effect 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:



I-86 Off-Ramp & Pulteney
2030 Maximum Development Alternative (PM)

07/31/2025

						
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
Fr't						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

I-86 Off-Ramp & Pulteney
2030 Maximum Development Alternative (PM)

07/31/2025



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 Effect 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:



I-86 On-Ramp & Pulteney
2030 Maximum Development Alternative (PM)

07/31/2025

						
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		

I-86 On-Ramp & Pulteney
2030 Maximum Development Alternative (PM)

07/31/2025



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 Effect 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				

Steuben & High
2025 Existing Conditions (AM)

07/29/2025

												
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											

Steuben & High
2025 Existing Conditions (PM)

07/29/2025

												
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											

Steuben & High
2030 Alternative of Choice (AM)

07/31/2025

												
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											

Steuben & High
2030 Alternative of Choice (PM)

07/31/2025

												
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											

Steuben & High
2030 Background Condition (AM)

07/31/2025

												
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											

Steuben & High
2030 Background Condition (PM)

07/31/2025

												
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											

Steuben & High
2030 Maximum Development Alternative (AM)

07/31/2025

												
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 (C)

PRIOR SPECIFICATIONS HEREBY SUPERCEDED: [] NONE [X] 7-50-02

PURPOSE: RECONSTRUCTION OF TRAFFIC SIGNAL

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE [X] INSTALLATION,
[] MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFOR
ING 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) 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 COORDI-
NATION WHICH ARE DESCRIBED AS FOLLOWS:

COORDINATED WITH SIGNAL # 4097

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

7/7/08 Carl Drachler CE-II

(DATE) (SIGNATURE) (TITLE)
INSTALLATION DATE:

MODIFICATION DATE:

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

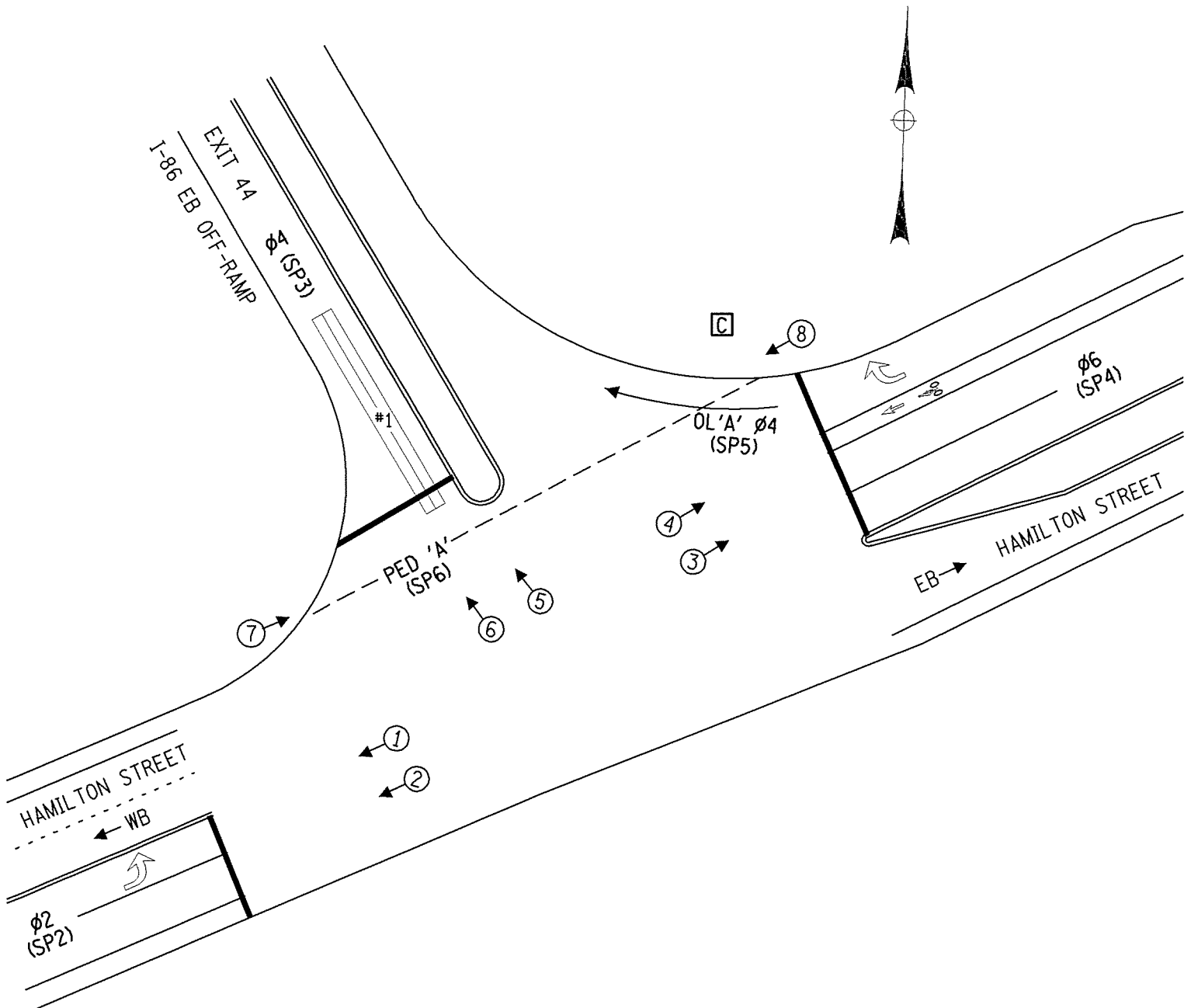
Study: 608-3066
Contract: D259816
P.I.N.: 6008.07
File: 46.12-15

4100
SIGNAL NO(S).

STEUBEN
COUNTY

7/1/08
DATE

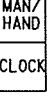
PAGE ____ OF ____ PAGES



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	R	G
	TO		
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-1-0
				←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-1-0/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-2-0
				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-2-0/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
					SP 7R	
7					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]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				STD8				
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split					Seq
Min Green				6					1	80	63	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0					1
Gap, Ext				2					2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0					1
Max 1		40		40		40			3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1				
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1				
Yel Clearance		3.6		3.1		3.6			5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1				
Red Clearance		3.4		3.4		3.4			6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1				
Walk						7			7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1				
Ped Clearance						28			8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1				
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1				
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1				
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1				
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1				
Cars B4 Reduct									Split				1	2	3	4	5	6	7	8	Split				1	2	3	4	5	6	7	8
Time To Reduce									1	Coor	0	58	0	22	0	58	0	22	13	Coor	0	0	0	0	0	0	0	0	Coord Modes [2.1]			
Reduce By									2	NON	MAX	NON	NON	NON	NON	MAX	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON	Test OpMode		0	
Min Gap									2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0	Correction		SHRT/LNG	
DyMaxLim										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON	Maximum		MAX 1	
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0	Force-Off		FLOAT	
Options [1.1.2]	1	2	3	4	5	6	7	8		NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON	Closed Loop		ON	
Enable		On		On		On			4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0	Stop-in-Walk		OFF	
Min Recall										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Auto Reset		ON		
Max Recall		On				On			5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	Expand SpIt		OFF	
Ped Recall						On				NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Ped Recycle		P3478_INH		
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0	Before		TIMED	
Lock Calls										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	After		TIMED		
Auto Flash Entry				On					7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0	Auto Flash [1.4.1]			
Auto Flash Exit		On				On				NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Auto Flash		CHANNEL		
Dual Entry		On		On		On		On	8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0	Flash Yel		45	
Enable Simul Gap	On	On	On	On	On	On	On	On		NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Flash Red		0		
Gaurantee Passage									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0	Unit Params [1.2.1]			
Rest In Walk						On				NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Phase Mode		STD8		
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0	IO Mode		USER	
Non-Actuated 1										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Loc Flsh Start		RED		
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0	Start Flash(s)		0	
Add Init Calc										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Start AllRed(s)		6		
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0	Yellow < 3"		OFF	
Reservice										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Display Time		20		
PedClr Thru Yel									Page#																			Red Revert		3		
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			MCE Timeout		0	
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			Feature Profile		0	
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																			Free Ring Seq		1	
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection																			Auxswitch		STOPTM	
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																			SDLC Retry		0	
Omit Yellow									5	Annual Schedule																			TS2 Det Faults		ON	
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																			Auto Ped Clear		OFF	
Gm/Ped Delay									7	Communications; Secutiry; I/O Setup																			SDLC Retry		0	
ID: 4100 Hamilton @ I86 Ex 44 EB Ramp								8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																			10/27/17		Page 1		

Overlap 1-16 Program Params & 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	4	6					NORMAL	9	Included Ø					NORMAL
	Modifier Ø	6						Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
2	Included Ø							NORMAL	10	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
3	Included Ø							NORMAL	11	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
4	Included Ø							NORMAL	12	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
5	Included Ø							NORMAL	13	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
6	Included Ø							NORMAL	14	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
7	Included Ø							NORMAL	15	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap					Red 1.5
	Conflict Ped							LG		Conflict Ped					LG
8	Included Ø							NORMAL	16	Included Ø					NORMAL
	Modifier Ø							Gm		Modifier Ø					Gm
	Conflict Ø							Yel 3.5		Conflict Ø					Yel 3.5
	Conflict Olap							Red 1.5		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	DRK	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 Ovr																								

Coord Transition, CoordPhs [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

Ven Par 1-64 [5.1]										Ven Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]									
Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src				
1	4		10				45	50	27	33							45	50		1	On	On		On					33	On	On		On					1							NORM				
2							45	50	2	34							45	50		2	On	On		On					34	On	On		On					2							NORM				
3							45	50	2	35							45	50		3	On	On		On					35	On	On		On					3							NORM				
4							45	50	2	36							45	50		4	On	On		On					36	On	On		On					4							NORM				
5							45	50	2	37							45	50		5	On	On		On					37	On	On		On					5							NORM				
6							45	50	2	38							45	50		6	On	On		On					38	On	On		On					6							NORM				
7							45	50	2	39							45	50		7	On	On		On					39	On	On		On					7							NORM				
8							45	50	2	40							45	50		8	On	On		On					40	On	On		On					8							NORM				
9							45	50	2	41							45	50		9	On	On		On					41	On	On		On					9							NORM				
10							45	50	2	42							45	50		10	On	On		On					42	On	On		On					10							NORM				
11							45	50	2	43							45	50		11	On	On		On					43	On	On		On					11							NORM				
12							45	50	2	44							45	50		12	On	On		On					44	On	On		On					12							NORM				
13							45	50	2	45							45	50		13	On	On		On					45	On	On		On					13							NORM				
14							45	50	2	46							45	50		14	On	On		On					46	On	On		On					14							NORM				
15							45	50	2	47							45	50		15	On	On		On					47	On	On		On					15							NORM				
16							45	50	2	48							45	50		16	On	On		On					48	On	On		On					16							NORM				
17							45	50	2	49							45	50		17	On	On		On					49	On	On		On					17							NORM				
18							45	50	2	50							45	50		18	On	On		On					50	On	On		On					18							NORM				
19							45	50		51							45	50		19	On	On		On					51	On	On		On					19							NORM				
20							45	50		52							45	50		20	On	On		On					52	On	On		On					20							NORM				
21							45	50		53							45	50		21	On	On		On					53	On	On		On					21							NORM				
22							45	50		54							45	50		22	On	On		On					54	On	On		On					22							NORM				
23							45	50		55							45	50		23	On	On		On					55	On	On		On					23							NORM				
24							45	50		56							45	50		24	On	On		On					56	On	On		On					24							NORM				
25							45	50		57							45	50		25	On	On		On					57	On	On		On					25							NORM				
26							45	50		58							45	50		26	On	On		On					58	On	On		On					26							NORM				
27							45	50		59							45	50		27	On	On		On					59	On	On		On					27							NORM				
28							45	50		60							45	50		28	On	On		On					60	On	On		On					28							NORM				
29							45	50		61							45	50		29	On	On		On					61	On	On		On					29							NORM				
30							45	50		62							45	50		30	On	On		On					62	On	On		On					30							NORM				
31							45	50		63							45	50		31	On	On		On					63	On	On		On					31							NORM				
32							45	50		64							45	50		32	On	On		On					64	On	On		On					32							NORM				
Parameters+ 1-64 [5.3]										Parameters+ 1-64 [5.3]										Ped Det Parm [5.4]										Unit Paramters [1.2.1]																			
Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	Call Ø	No Act	Max Pres	Err Cnt	TS2 Det Faults					ON	Vol/Occ Report Parm [1.5.8]														
33						NORM		44						NORM		55						NORM		1			15		Vol/Occ Period Minutes					15	Vol/Occ Period Minutes					0									
34						NORM		45						NORM		56						NORM		2			15																						
35						NORM		46						NORM		57						NORM		3			15																						
36						NORM		47						NORM		58						NORM		4			15																						
37						NORM		48						NORM		59						NORM		5			15																						
38						NORM		49						NORM		60						NORM		6			15																						
39						NORM		50						NORM		61						NORM		7			15																						
40						NORM		51						NORM		62						NORM		8			15																						
41						NORM		52						NORM		63						NORM																											
42						NORM		53						NORM		64						NORM																											
43						NORM		54						NORM		ID: 4100 Hamilton @ 186 Ex 44 EB Ramp										10/27/2017 Page 3																							

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 Grp	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

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

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

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

[illegible][illegible]

Pre #	Exit Phase						Auto Flsh				Higher		Dwell	Link
1					1	ON		ON			ON		OFF	
2					2	ON		ON			ON		OFF	
3					3	ON		ON			ON		OFF	
4					4	ON		ON			ON		OFF	
5					5	ON		ON			ON		OFF	
6					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	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	
3	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	
4	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	
5	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	
6	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	
7	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	
8	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	
9	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	
10	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	
11	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	
12	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	
13	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	
14	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	
15	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	
16	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	
17	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	
18	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	
19	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	
20	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	
21	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	
22	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	
23	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	
24	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	
ID: 4100 Hamilton @ I86 Ex 44 EB Ramp													10/27/2017 Page 7																																								

Day Plans [4.4]																		Action Table [4.5]																Coord Alternate Tables - Pat+ [2.6]																							
Day Plan 1				Day Plan 2				Day Plan 3																				Overlap Off																													
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	1	2	3	4	5	6	7	8	Dia	Max2												
1	0	0	1	9	0	0	0	1	0	0	0	9	0	0	0	1	1											1																		DFT											
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	2											2																			DFT										
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	3											3																			DFT										
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	4											4																			DFT										
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	5											5																			DFT										
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	6											6																			DFT										
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	7											7																			DFT										
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	8											8																			DFT										
Day Plan 4				Day Plan 5				Day Plan 6																																																	
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		10	10											10																					DFT								
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	11	11											11																					DFT								
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	12	12											12																					DFT								
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	13	13											13																					DFT								
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	14	14											14																					DFT								
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	15	15											15																					DFT								
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	16	16											16																					DFT								
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	17	17											17																					DFT								
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	18	18											18																					DFT								
Day Plan 7				Day Plan 8				Day Plan 9																																																	
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		20	20											20																					DFT								
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	21	21											21																					DFT								
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	22	22											22																					DFT								
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	23	23											23																					DFT								
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	24	24											24																					DFT								
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	25											25																					DFT									
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	26											26																					DFT									
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	27											27																					DFT									
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	28											28																					DFT									
Day Plan 10				Day Plan 11				Day Plan 12																																																	
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		30												30																					DFT								
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	31												31																					DFT								
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	32												32																					DFT								
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	33												33																					DFT								
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	34												34																					DFT								
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	35												35																					DFT								
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	36												36																					DFT								
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	37												37																					DFT								
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	38												38																					DFT								
Day Plan 13				Day Plan 14				Day Plan 15																																																	
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		40												40																					DFT								
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0													41																					DFT								
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	48												42																					DFT								
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0													43																					DFT								
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	98												44																					DFT								
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	99												45																					DFT								
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	100	255											46																					DFT								
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	ID: 4100 Hamilton @ I86 Ex 44 EB F											47																								DFT						
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	10/27/17											48																										DFT				
																Page 8																																									

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	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]			
1	SWLOAD	22	NONE
2	SECURE	23	NONE
3	NONE	24	NONE
4	NONE	25	NONE
5	NONE	26	NONE
6	NONE	27	NONE
7	NONE	28	NONE
8	NONE	29	NONE
9	NONE	30	NONE
10	NONE	31	NONE
11	NONE	32	NONE
12	NONE	33	NONE
13	NONE	34	NONE
14	NONE	35	NONE
15	NONE	36	NONE
16	NONE	37	NONE
17	NONE	38	NONE
18	NONE	39	NONE
19	NONE	40	NONE
20	NONE	41	NONE
21	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	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
ASYN1	SP1	OFF	0
ASYN2	SP2	OFF	0
ASYN3	SP3	OFF	0
ASYN4	SP4	OFF	0
SYN1	SP5S	SYN3	OFF
SYN2	OFF	SYN4	OFF

2070 Port Binding Functions [6.6]			
Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYN2
CMU/MMU	NONE	SYSDown	ASYN1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

ID: 4100 Hamilton @ I86 Ex 44 EB Ramp

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#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]				Redirect Phases[1.1.5]				Inhibit Phases[1.1.5]																						
				Ø Phases Called By Ø				From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	Power Up Alarm.	On	On	1				1										1																
2	Stop Timing	On	On	2				2										2																
3	TS1 Cabinet Door			3				3										3																
4	Coordination Failure	On	On	4				4										4																
5	External Alarm # 1	On	On	5				5										5																
6	External Alarm # 2	On	On	6				6										6																
7	External Alarm # 3			7				7										7																
8	External Alarm # 4			8				8										8																
9	Closed Loop Disabled		On	9				9										9																
10	External Alarm # 5			10				10										10																
11	External Alarm # 6			11				11										11																
12	Manual Control Enable	On	On	12				12										12																
13	Coord Free Input			13				13										13																
14	Local Flash Input	On	On	14				14										14																
15	MMU Flash			15				15										15																
16	CMU Flash			16				16										16																
17	Cycle Fault	On																																
18	Cycle Failure	On		Alt Call & Redirect # 1 [1.1.6.3]				Alt Inhibit Phases # 1 [1.1.6.3]																										
19	Coordination Fault	On	On	Col	Ø	Phases Called By Ø					From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
20	Controller Fault	On	On	1						1								1																
21	Detector SDLC Failure			2						2								2																
22	MMU SDLC Failure			3						3								3																
23	Critical SDLC Failure			4						4								4																
24	Reserved			5						5								5																
25	EEPROM CRC Fault	On	On	6						6								6																
26	Detector Diagnostic Failure			7						7								7																
27	BIU Detector Failure	On	On	8						8								8																
28	Queue detector alarm	On		Alt Call & Redirect # 2 [1.1.6.3]				Alt Inhibit Phases # 2 [1.1.6.3]																										
29	Ped Detector Fault	On		Col	Ø	Phases Called By Ø					From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
30	Coord Diagnostic Fault			1						1								1																
41	TempAlert Probe Ch. A			2						2								2																
42	TempAlert Probe Ch. B			3						3								3																
47	Coord Active			4						4								4																
48	Preempt Active	On		5						5								5																
49	Preempt 1 Input	On		6						6								6																
50	Preempt 2 Input	On		7						7								7																
51	Preempt 3 Input	On		8						8								8																
52	Preempt 4 Input	On		Coord, CIC Plans [2.3]				Unit Parameters [1.2.1]																										
53	Preempt 5 Input	On		CIC CoØ	Grow	1	2	3	4	5	6	7	8	Allow Skip Yellow	OFF	Max Cycle Time																		
54	Preempt 6 Input	On		1	OFF									TOD Dim Enable	OFF	Cycle Fault Action	ALARM																	
55	Preempt 7 Input	On		2	OFF									Tone Disable	OFF																			
56	Preempt 8 Input	On		3	OFF									Diamond Mode	4Ph																			
57	Preempt 9 Input	On		4	OFF									Backup Time (s)	900																			
58	Preempt 10 Input	On		Auto Flash Phase/Olap Settings [1.4.2]								Disable Init Ped				OFF																		
61	In Transition	On		Yel Ø										Cycle Fault Action	ALARM																			
81	FIO Status Alarm			Yel (olaps)										Enable Run Timer	ON	ID: 4100 Hamilton @ I86 Ex 44 EB Ramp	10/27/17	Page 10																

EXXVI(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 CONFORM-
ING 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 COORDI-
NATION WHICH ARE DESCRIBED AS FOLLOWS:

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

3/11/99 Carl Washburn CF-II
(DATE) (SIGNATURE) (TITLE)
INSTALLATION DATE:

MODIFICATION DATE: 01/27/99

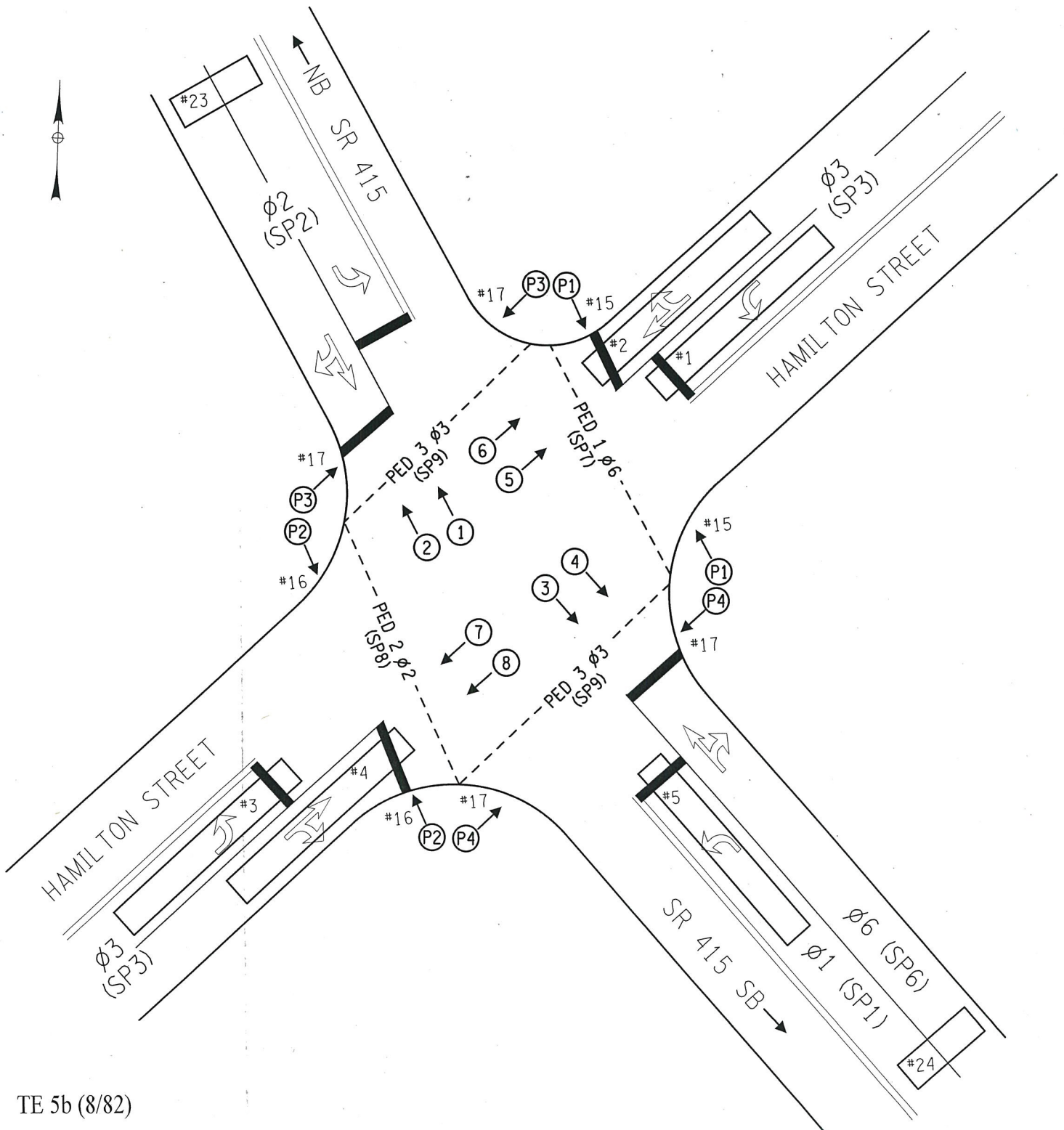
OK
10/28/08

CONVERTED TO 2070 CONTROLLER
12/15/10 ADDED PED OUTPUTS 10/28/08

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			



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

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TABLE OF OPERATIONS											
FACE ∅	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											
* 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
		R	Y	←Y, R	←Y, Y
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)

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SIGNAL NO(S). COUNTY DATE

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-1-0	
					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-2-0/B	14-12C-1-0/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-2-0	
					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)

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File: 46.12-415

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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					

SIGNAL # 4002

COUNTY # _____

DATE 10/20088002

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

NOTES:

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]															STD8									
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split					Seq	Pat#	Cyc	Off	Split	Seq
Min Green	6	12	6			12			1	0	0	1	1	13	0	0	13	1	25	0	0						1	37	0	0		1
Gap, Ext	2	3.5	3			3.5			2	0	0	2	1	14	0	0	14	1	26	0	0						1	38	0	0		1
Max 1	40	45	40			45			3	0	0	3	1	15	0	0	15	1	27	0	0						1	39	0	0		1
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0						1	40	0	0		1
Yel Clearance	3.2	3.2	3.2			3.2			5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1				
Red Clearance	2	1.7	1.7			1.7			6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1				
Walk		7	7			7			7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1				
Ped Clearance		15	15			15			8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1				
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1				
Add Initial		2.1				2.1			10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1				
Max Initial		20				20			11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1				
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1				
Cars B4 Reduct									Split				1	2	3	4	5	6	7	8	Split				1	2	3	4	5	6	7	8
Time To Reduce									1	Coord	0	0	0	0	0	0	0	0	13	Coord	0	0	0	0	0	0	0	0				
Reduce By									2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0				
Min Gap											OMT																					
DyMaxLim									3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0				
Max Step																																
Options [1.1.2]	1	2	3	4	5	6	7	8																								
Enable	1	1	1			1			4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0				
Min Recall		1				1																										
Max Recall									5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0				
Ped Recall																																
Soft Recall									6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0				
Lock Calls																																
Auto Flash Entry			1						7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0				
Auto Flash Exit		1				1																										
Dual Entry		1		1		1		1	8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0				
Enable Simul Gap	1	1	1	1	1	1	1	1																								
Gaurantee Passage									9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0				
Rest In Walk																																
Conditon Service									10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0				
Non-Actuated 1																																
Non-Actuated 2									11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0				
Add Init Calc	1	1	1	1	1	1	1	1																								
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0				
Reservice									Page#																							
PedClr Thru Yel									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param															Red Revert							
Skip Red No Call									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param															MCE Timeout							
Red Rest									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)															Feature Profile							
Max II									3	Detection; Sample Time and Unit Parameters related to detection															Free Ring Seq							
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options															Auxswitch							
Conflicting Phase									5	Annual Schedule															SDLC Retry							
Omit Yellow									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)															TS2 Det Faults							
Ped Delay									7	Communications; Secutiry; I/O Setup															Auto Ped Clear							
Grn/Ped Delay									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param															SDLC Retry							
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Overlap 1-16 Program Params & Param+ [1.5.2.1] [1.5.2.2]																Coord Transition, CoordPhs [2.5]																
Overlap Conflict Lock		OFF		Overlap Lock Inhibit		OFF		Parent Ph Clearance		ON		Extra Included Ph		ON		Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm						
1	Included Ø								NORMAL	9	Included Ø								NORMAL	1	12	22					EndGRN	1				
	Modifier Ø								Grn		Modifier Ø								Grn	2	12	22					EndGRN	1				
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	3	12	22					EndGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	4	12	22					EndGRN					
2	Included Ø								NORMAL	10	Included Ø								NORMAL	5	12	22					EndGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	6	12	22					EndGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	7	12	22					EndGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	8	12	22					EndGRN					
3	Included Ø								NORMAL	11	Included Ø								NORMAL	9	12	22					EndGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	10	12	22					EndGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	11	12	22					EndGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	12	12	22					EndGRN					
4	Included Ø								NORMAL	12	Included Ø								NORMAL	13	12	22					EndGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	14	12	22					EndGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	15	12	22					EndGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	16	12	22					EndGRN					
5	Included Ø								NORMAL	13	Included Ø								NORMAL	17	12	22					EndGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	18	12	22					EndGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	19	12	22					EndGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	20	12	22					EndGRN					
6	Included Ø								NORMAL	14	Included Ø								NORMAL	21	12	22					EndGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	22	12	22					EndGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	23	12	22					EndGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	24	12	22					EndGRN					
7	Included Ø								NORMAL	15	Included Ø								NORMAL	25	0	0					BegGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	26	0	0					BegGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	27	0	0					BegGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	28	0	0					BegGRN					
8	Included Ø								NORMAL	16	Included Ø								NORMAL	29	0	0					BegGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	30	0	0					BegGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	31	0	0					BegGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	32	0	0					BegGRN					
9	Included Ø								NORMAL	17	Included Ø								NORMAL	33	0	0					BegGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	34	0	0					BegGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	35	0	0					BegGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	36	0	0					BegGRN					
10	Included Ø								NORMAL	18	Included Ø								NORMAL	37	0	0					BegGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	38	0	0					BegGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	39	0	0					BegGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	40	0	0					BegGRN					
11	Included Ø								NORMAL	19	Included Ø								NORMAL	41	0	0					BegGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	42	0	0					BegGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	43	0	0					BegGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	44	0	0					BegGRN					
12	Included Ø								NORMAL	20	Included Ø								NORMAL	45	0	0					BegGRN					
	Modifier Ø								Grn		Modifier Ø								Grn	46	0	0					BegGRN					
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5	47	0	0					BegGRN					
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5	48	0	0					BegGRN					
13	Included Ø								NORMAL	21	Included Ø								NORMAL													
	Modifier Ø								Grn		Modifier Ø								Grn													
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5													
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5													
14	Included Ø								NORMAL	22	Included Ø								NORMAL													
	Modifier Ø								Grn		Modifier Ø								Grn													
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5													
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5													
15	Included Ø								NORMAL	23	Included Ø								NORMAL													
	Modifier Ø								Grn		Modifier Ø								Grn													
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5													
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5													
16	Included Ø								NORMAL	24	Included Ø								NORMAL													
	Modifier Ø								Grn		Modifier Ø								Grn													
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5													
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5													
17	Included Ø								NORMAL	25	Included Ø								NORMAL													
	Modifier Ø								Grn		Modifier Ø								Grn													
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5													
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5													
18	Included Ø								NORMAL	26	Included Ø								NORMAL													
	Modifier Ø								Grn		Modifier Ø								Grn													
	Conflict Ø								Yel 3.5		Conflict Ø								Yel 3.5													
	Conflict Olap								Red 1.5		Conflict Olap								Red 1.5													
19	Included Ø								NORMAL	27	Included Ø	</																				

Veh Par 1-64 [5.1]										Veh Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]									
Det #	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Call	Ext	Que	Add	Red	Yell	occ	vol	Det #	oc G	oc Y	oc R	Delay 1	Delay 2	Type	Src				
1	3		3				45	50	22	33							45	50		1	1	1		1					33	1	1		1						1							NORM			
2	3		8				45	50	22	34							45	50		2	1	1		1					34	1	1		1						2							NORM			
3	3		3				45	50	22	35							45	50		3	1	1		1					35	1	1		1						3							NORM			
4	3		8				45	50	22	36							45	50		4	1	1		1					36	1	1		1						4							NORM			
5	1		3				45	50	8	37							45	50		5	1	1		1					37	1	1		1						5							NORM			
6							45	50	2	38							45	50		6	1	1		1					38	1	1		1						6							NORM			
7							45	50	27	39							45	50		7	1	1		1					39	1	1		1						7							NORM			
8							45	50	27	40							45	50		8	1	1		1					40	1	1		1						8							NORM			
9							45	50	2	41							45	50		9	1	1		1					41	1	1		1						9							NORM			
10							45	50	2	42							45	50		10	1	1		1					42	1	1		1						10							NORM			
11							45	50	2	43							45	50		11	1			1					43	1	1		1						11							NORM			
12							45	50	2	44							45	50		12	1			1					44	1	1		1						12							NORM			
13							45	50	2	45							45	50		13	1	1		1					45	1	1		1						13							NORM			
14							45	50	2	46							45	50		14	1	1		1					46	1	1		1						14							NORM			
15							45	50	2	47							45	50		15	1	1		1					47	1	1		1						15							NORM			
16							45	50	2	48							45	50		16	1	1		1					48	1	1		1						16							NORM			
17							45	50	2	49							45	50		17	1	1		1					49	1	1		1						17							NORM			
18							45	50	2	50							45	50		18	1	1		1					50	1	1		1						18							NORM			
19							45	50		51							45	50		19	1	1		1					51	1	1		1						19							NORM			
20							45	50		52							45	50		20	1	1		1					52	1	1		1						20							NORM			
21							45	50		53							45	50		21	1	1		1					53	1	1		1						21							NORM			
22							45	50		54							45	50		22	1	1		1					54	1	1		1						22							NORM			
23	2						45	50		55							45	50		23	1	1		1					55	1	1		1						23							NORM			
24	6						45	50		56							45	50		24	1	1		1					56	1	1		1						24							NORM			
25							45	50		57							45	50		25	1	1		1					57	1	1		1						25							NORM			
26							45	50		58							45	50		26	1	1		1					58	1	1		1						26							NORM			
27							45	50		59							45	50		27	1	1		1					59	1	1		1						27							NORM			
28							45	50		60							45	50		28	1	1		1					60	1	1		1						28							NORM			
29							45	50		61							45	50		29	1	1		1					61	1	1		1						29							NORM			
30							45	50		62							45	50		30	1	1		1					62	1	1		1						30							NORM			
31							45	50		63							45	50		31	1	1		1					63	1	1		1						31							NORM			
32							45	50		64							45	50		32	1	1		1					64	1	1		1						32							NORM			
Parameters+ 1-64 [5.3]																				Ped Det Parm [5.4]										Unit Paramters [1.2.1]																			
Det #	occ Grn	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	Call Ø	No Act	Max Pres	Err Cnt							TS2 Det Faults				ON										
33						NORM		44						NORM		55						NORM		1	6	0	15	0							Vol/Occ Report Parm [1.5.8]														
34						NORM		45						NORM		56						NORM		2	2	0	15	0							Vol/Occ Period Minutes				0										
35						NORM		46						NORM		57						NORM		3	3	0	15	0							Vol/Occ Period Minutes				15										
36						NORM		47						NORM		58						NORM		4		0	15	0																					
37						NORM		48						NORM		59						NORM		5		0	15	0																					
38						NORM		49						NORM		60						NORM		6		0	15	0																					
39						NORM		50						NORM		61						NORM		7		0	15	0																					
40						NORM		51						NORM		62						NORM		8		0	15	0																					
41						NORM		52						NORM		63						NORM																											
42						NORM		53						NORM		64						NORM																											
43						NORM		54						NORM																																			
										SR 415 @ HAMILTON ST (ID 4002) (Permanent File)																				12/15/2010 Page 3																			

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 Grr	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

Preemption 1, Options+ [3.6]

Exit Phases [3.2]	Pre #	Lock	Override	Override	Fish	
Pre #	Exit Phase		Auto Fish	Higher	Dwell	Link
1		1	ON	ON	ON	OFF
2		2	ON	ON	ON	ON
3		3	ON	ON	ON	OFF
4		4	ON	ON	ON	OFF
5		5	ON	ON	ON	OFF
6		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	
1	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	
2	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	
3	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	
4	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	
5	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	
6	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	
7	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	
8	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	
9	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	
10	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	
11	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	
12	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	
13	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	
14	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	
15	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	
16	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	
17	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	
18	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	
19	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	
20	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	
21	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	
22	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	
23	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	
24	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	

[illegible]

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	
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
I	0	=	I	0	----	I	0	----	I 0 DLY 0
I	0	=	I	0	----	I	0	----	I 0 DLY 0
I	0	=	I	0	----	I	0	----	I 0 DLY 0
I	0	=	I	0	----	I	0	----	I 0 DLY 0

Security Access Levels [8.2]									
1	SWLOAD	22	NONE	43	NONE	Com Parameters [6.1]			
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				

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	Call Phases[1.1.5]	Redirect Phases[1.1.5]	Inhibit Phases[1.1.5]										
1	Power Up Alarm.	1	1	Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
2	Stop Timing	1	1	1	1	1										
3	TS1 Cabinet Door			2	2	2										
4	Coordination Failure	1	1	3	3	3										
5	External Alarm # 1	1	1	4	4	4										
6	External Alarm # 2	1	1	5	5	5										
7	External Alarm # 3			6	6	6										
8	External Alarm # 4			7	7	7										
9	Closed Loop Disabled	1		8	8	8										
10	External Alarm # 5			9	9	9										
11	External Alarm # 6			10	10	10										
12	Manual Control Enable	1	1	11	11	11										
13	Coord Free Input			12	12	12										
14	Local Flash Input	1	1	13	13	13										
15	MMU Flash			14	14	14										
16	CMU Flash			15	15	15										
17	Cycle Fault	1		16	16	16										
18	Cycle Failure	1		Alt Call & Redirect # 1 [1.1.6.3]				Alt Inhibit Phases # 1 [1.1.6.3]								
19	Coordination Fault	1		Col Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
20	Controller Fault	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21	Detector SDLC Failure			2	2	2	2	2	2	2	2	2	2	2	2	2
22	MMU SDLC Failure			3	3	3	3	3	3	3	3	3	3	3	3	3
23	Critical SDLC Failure			4	4	4	4	4	4	4	4	4	4	4	4	4
24	Reserved			5	5	5	5	5	5	5	5	5	5	5	5	5
25	EEPROM CRC Fault	1	1	6	6	6	6	6	6	6	6	6	6	6	6	6
26	Detector Diagnostic Failure			7	7	7	7	7	7	7	7	7	7	7	7	7
27	BIU Detector Failure	1	1	8	8	8	8	8	8	8	8	8	8	8	8	8
28	Queue detector alarm	1		Alt Call & Redirect # 2 [1.1.6.3]				Alt Inhibit Phases # 2 [1.1.6.3]								
29	Ped Detector Fault	1		Col Ø Phases Called By Ø	From To From To From To From To	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16										
30	Coord Diagnostic Fault			1	1	1	1	1	1	1	1	1	1	1	1	1
41	TempAlert Probe Ch. A			2	2	2	2	2	2	2	2	2	2	2	2	2
42	TempAlert Probe Ch. B	1		3	3	3	3	3	3	3	3	3	3	3	3	3
47	Coord Active	1		4	4	4	4	4	4	4	4	4	4	4	4	4
48	Preempt Active			5	5	5	5	5	5	5	5	5	5	5	5	5
49	Preempt 1 Input	1		6	6	6	6	6	6	6	6	6	6	6	6	6
50	Preempt 2 Input	1		7	7	7	7	7	7	7	7	7	7	7	7	7
51	Preempt 3 Input	1		8	8	8	8	8	8	8	8	8	8	8	8	8
52	Preempt 4 Input	1		Coord, CIC Plans [2.3]				Unit Parameters [1.2.1]				Advanced Warning [1,1,9]				
53	Preempt 5 Input	1		CIC CoØ Grow 1 2 3 4 5 6 7 8	Allow Skip Yellow	OFF	Max Cycle Time	0	Phase Time							
54	Preempt 6 Input	1		1 OFF	TOD Dim Enable	OFF	Cycle Fault Action	ALARM	Aux Out 1	0 0						
55	Preempt 7 Input	1		2 OFF	Tone Disable	OFF			Aux Out 2	0 0						
56	Preempt 8 Input	1		3 OFF	Diamond Mode	4Ph										
57	Preempt 9 Input	1		4 OFF	Backup Time (s)	900										
58	Preempt 10 Input	1		Auto Flash Phase/Olap Settings [1.4.2]				Disable Init Ped	OFF							
61	In Transition	1		Yel Ø	Cycle Fault Action	ALARM										
81	FIO Status Alarm			Yel (olaps)	Enable Run Timer	ON	SR 415 @ HAMILTON ST (ID 4002) (Permanent File)									

12/15/2010
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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, ☒ VILLAGE, ☐ TOWN OF PAINTED POST

DEPARTMENT ORDER FILED 2/2/89 AS SECTION 2046.12
(DATE) SUBDIVISION (d)

PRIOR SPECIFICATIONS HEREBY SUPERCEDED: ☐ NONE ☒ 2/15/08

PURPOSE: RECONSTRUCTED SIGNAL UNDER D259816

THESE SPECIFICATIONS WILL BE EFFECTIVE UPON THE ☐ INSTALLATION,
☒ MODIFICATION OF THE NECESSARY TRAFFIC CONTROL DEVICE(S) REQUIRED BY CONFORM-
ING 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
- ☐ FULL-TRAFFIC ACTUATED SIGNAL
- ☒ PEDESTRIAN ACTUATED SIGNAL
- ☐ OTHER

B. ☒ DISPLAY VEHICULAR INDICATIONS

☐ DISPLAY PEDESTRIAN INDICATIONS

☒ BE EQUIPPED WITH VEHICLE DETECTORS

☒ BE EQUIPPED WITH PEDESTRIAN PUSHBUTTONS

AS SHOWN IN THE ☒ SCHEMATIC, ☐ SCALED DRAWING ON PAGE 2

C. BE EQUIPPED WITH ☐ PRE-EMPTION, ☐ INTERCONNECTION AND/OR COORDI-
NATION WHICH ARE DESCRIBED AS FOLLOWS:

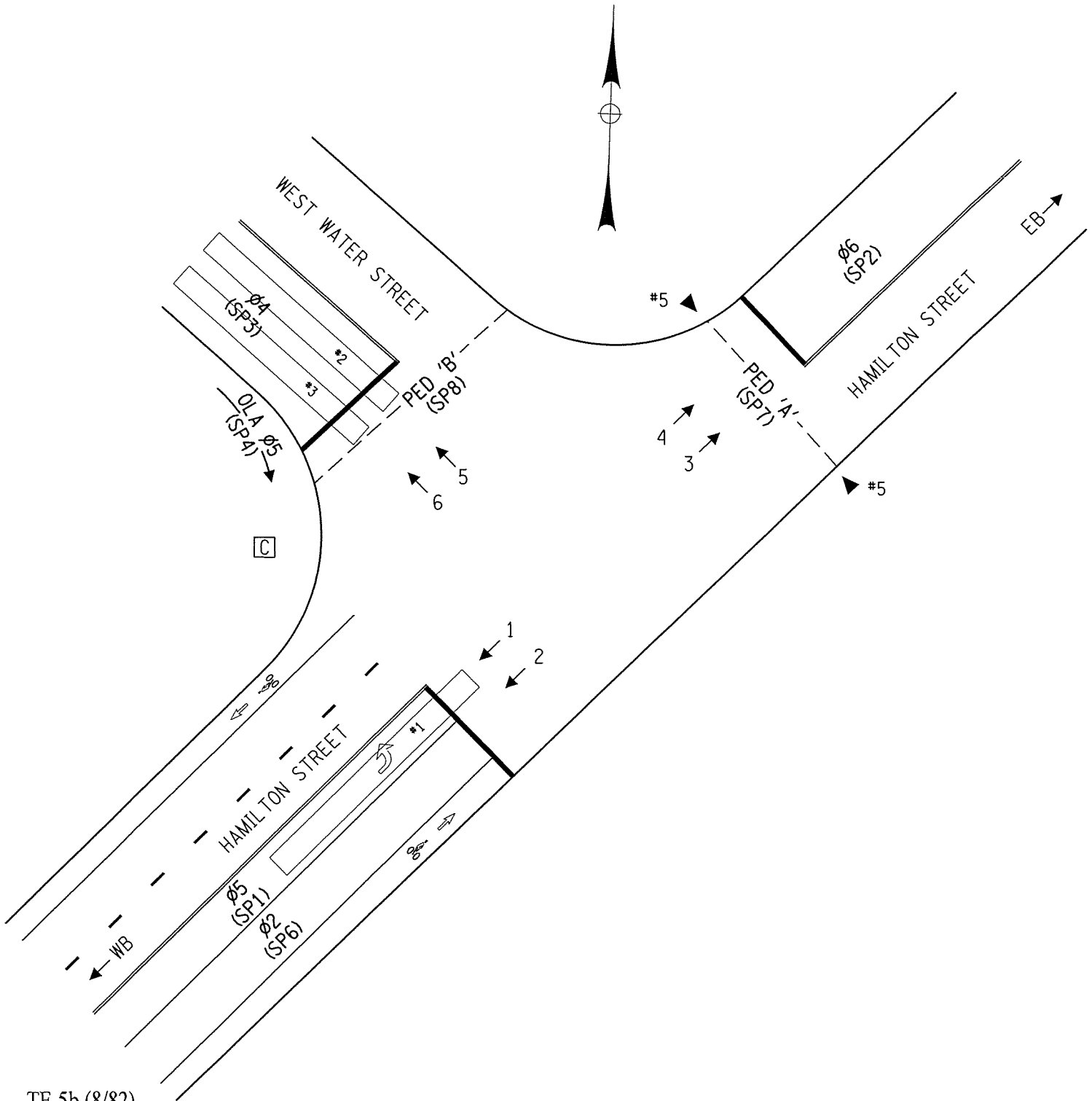
cc: ☐ MAIN OFFICE
☐ REGION 6 TRAFFIC ENGINEER
☐
☐

4/2/08 Carl Rashaw CE-II
(DATE) (SIGNATURE) (TITLE)
INSTALLATION DATE: 4/3/08
MODIFICATION DATE:

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			



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

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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

FROM

TO		R	G	←G, R	←G, G	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

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

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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)

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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-1-0/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-2-0
				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-1-0/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-2-0/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-1-0
				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
				PUSHBUTTON WIRES	TERMINAL 5 A&B	14/5C-1-B
				MAN	SP 7G	14/5C-1-0
				GROUND WIRE	GRND. BUS	14/5C-1-G
8	PED 'B' ø6	E/W X-ING	WHITE	HAND	SP 8R	14/5C-1-W
						14/5C-2-R
				MAN	SP 8G	14/5C-2-B
				GROUND WIRE	GRND. BUS	14/5C-2-0
9						14/5C-2-G
						14/5C-2-W
						14/5C-3-R
						14/5C-4-R
10						
11						
12						
13						
14						

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

SIGNAL # 4010COUNTY # St

DATE _____

STUDY # _____

FILE # _____

PAGE _____ OF _____

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]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				STD8				
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split					Seq
Min Green				6	6				1	80	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0					1
Gap, Ext				1	2				2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0					1
Max 1		45		15	10	45			3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1				
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1				
Yel Clearance		3.2		3.2	3.2	3.2			5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1				
Red Clearance		2.7		2.3	2.7	2.7			6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1				
Walk				7		7			7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1				
Ped Clearance				9		12			8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1				
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1				
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1				
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1				
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1				
Cars B4 Reduct									Split				1	2	3	4	5	6	7	8	Split				1	2	3	4	5	6	7	8
Time To Reduce									1	Coor	0	55	0	25	16	39	0	25	13	Coor	0	0	0	0	0	0	0	0	Coord Modes [2.1]			
Reduce By										2	NON	MAX	NON	NON	NON	MAX	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON	Test OpMode	0		
Min Gap									2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0	Correction	SHRT/LNG		
DyMaxLim										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Maximum	MAX INH			
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0	Force-Off	FLOAT		
Options [1.1.2]	1	2	3	4	5	6	7	8		NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Closed Loop	ON			
Enable		On		On	On	On			4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0	Stop-in-Walk	OFF		
Min Recall										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Auto Reset	ON			
Max Recall		On				On			5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	Expand SpIt	OFF		
Ped Recall						On				NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Ped Recycle	P3478_INH			
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0	Before	TIMED		
Lock Calls										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	After	TIMED			
Auto Flash Entry				On					7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0	Auto Flash [1.4.1]			
Auto Flash Exit		On				On				NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Auto Flash	CHANNEL			
Dual Entry		On		On		On		On	8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0	Flash Yel	45		
Enable Simul Gap	On	On	On	On	On	On	On	On		NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Flash Red	0			
Gaurantee Passage									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0	Unit Params [1.2.1]			
Rest In Walk						On				NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Phase Mode	STD8			
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0	IO Mode	USER		
Non-Actuated 1										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Loc Flsh Start	RED			
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0	Start Flash(s)	0		
Add Init Calc										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Start AllRed(s)	6			
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0	Yellow < 3"	OFF		
Reservice										NON	NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	Display Time	20			
PedClr Thru Yel									Page#																			Red Revert		3		
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			MCE Timeout		0	
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																				Feature Profile		0
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																			Free Ring Seq		1	
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection																				Auxswitch		STOPTM
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																				SDLC Retry		0
Omit Yellow									5	Annual Schedule																				TS2 Det Faults		ON
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																				Auto Ped Clear		OFF
Gm/Ped Delay									7	Communications; Secutiry; I/O Setup																				SDLC Retry		0
ID: 4010 WATER ST @ HAMILTON ST									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																			10/27/17		Page 1	

Overlap 1-16 Program Params & 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	5						NORMAL	9	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
2	Included Ø							NORMAL	10	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
3	Included Ø							NORMAL	11	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
4	Included Ø							NORMAL	12	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
5	Included Ø							NORMAL	13	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
6	Included Ø							NORMAL	14	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
7	Included Ø							NORMAL	15	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		Conflict Olap							Red 1.5
	Conflict Ped							LG		Conflict Ped							LG
8	Included Ø							NORMAL	16	Included Ø							NORMAL
	Modifier Ø							Grn		Modifier Ø							Grn
	Conflict Ø							Yel 3.5		Conflict Ø							Yel 3.5
	Conflict Olap							Red 1.5		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	DRK	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 Ovr																								

ID: 4010 WATER ST @ HAMILTON ST

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Coord Transition, CoordPhs [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 → BIU Map SINGLE Invert Rail Input OFF

Ven Par 1-64 [5.1]										Ven Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]									
Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src				
1	5						45	50	10	33							45	50		1	On	On		On					33	On	On		On					1							NORM				
2	4		5				45	50	13	34							45	50		2	On	On		On					34	On	On		On					2							NORM				
3	4		8				45	50	13	35							45	50		3	On	On		On					35	On	On		On					3							NORM				
4							45	50	2	36							45	50		4	On	On		On					36	On	On		On					4							NORM				
5							45	50	2	37							45	50		5	On	On		On					37	On	On		On					5							NORM				
6							45	50	2	38							45	50		6	On	On		On					38	On	On		On					6							NORM				
7							45	50	2	39							45	50		7	On	On		On					39	On	On		On					7							NORM				
8							45	50	2	40							45	50		8	On	On		On					40	On	On		On					8							NORM				
9							45	50	2	41							45	50		9	On	On		On					41	On	On		On					9							NORM				
10							45	50	2	42							45	50		10	On	On		On					42	On	On		On					10							NORM				
11							45	50	2	43							45	50		11	On	On		On					43	On	On		On					11							NORM				
12							45	50	2	44							45	50		12	On	On		On					44	On	On		On					12							NORM				
13							45	50	2	45							45	50		13	On	On		On					45	On	On		On					13							NORM				
14							45	50	2	46							45	50		14	On	On		On					46	On	On		On					14							NORM				
15							45	50	2	47							45	50		15	On	On		On					47	On	On		On					15							NORM				
16							45	50	2	48							45	50		16	On	On		On					48	On	On		On					16							NORM				
17							45	50	2	49							45	50		17	On	On		On					49	On	On		On					17							NORM				
18							45	50	2	50							45	50		18	On	On		On					50	On	On		On					18							NORM				
19							45	50		51							45	50		19	On	On		On					51	On	On		On					19							NORM				
20							45	50		52							45	50		20	On	On		On					52	On	On		On					20							NORM				
21							45	50		53							45	50		21	On	On		On					53	On	On		On					21							NORM				
22							45	50		54							45	50		22	On	On		On					54	On	On		On					22							NORM				
23							45	50		55							45	50		23	On	On		On					55	On	On		On					23							NORM				
24							45	50		56							45	50		24	On	On		On					56	On	On		On					24							NORM				
25							45	50		57							45	50		25	On	On		On					57	On	On		On					25							NORM				
26							45	50		58							45	50		26	On	On		On					58	On	On		On					26							NORM				
27							45	50		59							45	50		27	On	On		On					59	On	On		On					27							NORM				
28							45	50		60							45	50		28	On	On		On					60	On	On		On					28							NORM				
29							45	50		61							45	50		29	On	On		On					61	On	On		On					29							NORM				
30							45	50		62							45	50		30	On	On		On					62	On	On		On					30							NORM				
31							45	50		63							45	50		31	On	On		On					63	On	On		On					31							NORM				
32							45	50		64							45	50		32	On	On		On					64	On	On		On					32							NORM				
Parameters+ 1-64 [5.3]										Parameters+ 1-64 [5.3]										Ped Det Parm [5.4]										Unit Paramters [1.2.1]																			
Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	Call Ø	No Act	Max Pres	Err Cnt	TS2 Det Faults					Vol/Occ Report Parm [1.5.8]															
33						NORM		44						NORM		55						NORM		1	4		15							Vol/Occ Period Minutes					15										
34						NORM		45						NORM		56						NORM		2	6		15							Vol/Occ Period Minutes					0										
35						NORM		46						NORM		57						NORM		3			15																						
36						NORM		47						NORM		58						NORM		4			15																						
37						NORM		48						NORM		59						NORM		5			15																						
38						NORM		49						NORM		60						NORM		6			15																						
39						NORM		50						NORM		61						NORM		7			15																						
40						NORM		51						NORM		62						NORM																											
41						NORM		52						NORM		63						NORM																											
42						NORM		53						NORM		64						NORM																											
43						NORM		54						NORM		ID: 4010 WATER ST @ HAMILTON ST										10/27/2017 Page 3																							

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 Grp	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

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

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

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

[illegible][illegible]

Pre #	Exit Phase						Auto Flsh				Higher		Dwell	Link
1					1	ON		ON			ON		OFF	
2					2	ON		ON			ON		OFF	
3					3	ON		ON			ON		OFF	
4					4	ON		ON			ON		OFF	
5					5	ON		ON			ON		OFF	
6					6	ON		ON			ON		OFF	

Day Plans [4.4]																Action Table [4.5]																Coord Alternate Tables - Pat+ [2.6]																																																																																								
Day Plan 1				Day Plan 2				Day Plan 3																				Overlap Off																																																																																												
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	1	2	3	4	5	6	7	8	Dia	Max2																																																							
1	0	0	1	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	1								1	1																								DFT																																																											
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	2								2	2																									DFT																																																										
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	3								3	3																									DFT																																																										
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	4								4	4																									DFT																																																										
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	5								5	5																							DFT																																																												
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	6								6	6																							DFT																																																												
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	7								7	7																									DFT																																																										
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	8								8	8																									DFT																																																										
Day Plan 4				Day Plan 5				Day Plan 6																				9	9																		9																						DFT																																																			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	10	10																												DFT																																																							
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	11								11	11																												DFT																																																							
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	12								12	12																												DFT																																																							
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	13								13	13																												DFT																																																							
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	14								14	14																												DFT																																																							
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	15								15	15																												DFT																																																							
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	16								16	16																												DFT																																																							
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	17								17	17																												DFT																																																							
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	18								18	18																												DFT																																																							
Day Plan 7				Day Plan 8				Day Plan 9																				19	19																		19																										DFT																																															
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	20	20																																			DFT																																																
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	21								21	21																																		DFT																																																	
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	22								22	22																																																			DFT																																
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	23								23	23																																																																																			

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
I	0	=	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]

1	SWLOAD	22	NONE
2	SECURE	23	NONE
3	NONE	24	NONE
4	NONE	25	NONE
5	NONE	26	NONE
6	NONE	27	NONE
7	NONE	28	NONE
8	NONE	29	NONE
9	NONE	30	NONE
10	NONE	31	NONE
11	NONE	32	NONE
12	NONE	33	NONE
13	NONE	34	NONE
14	NONE	35	NONE
15	NONE	36	NONE
16	NONE	37	NONE
17	NONE	38	NONE
18	NONE	39	NONE
19	NONE	40	NONE
20	NONE	41	NONE
21	NONE	42	NONE

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		

ID: 4010 WATER ST @ HAMILTON ST

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#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]				Redirect Phases[1.1.5]				Inhibit Phases[1.1.5]																							
				Ø Phases Called By Ø				From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To								
1	Power Up Alarm.	On	On	1				1																											
2	Stop Timing	On	On	2				2																											
3	TS1 Cabinet Door	On	On	3				3																											
4	Coordination Failure	On	On	4				4																											
5	External Alarm # 1	On	On	5				5																											
6	External Alarm # 2	On	On	6				6																											
7	External Alarm # 3			7				7																											
8	External Alarm # 4			8				8																											
9	Closed Loop Disabled	On	On	9				9																											
10	External Alarm # 5			10				10																											
11	External Alarm # 6			11				11																											
12	Manual Control Enable	On	On	12				12																											
13	Coord Free Input			13				13																											
14	Local Flash Input	On	On	14				14																											
15	MMU Flash			15				15																											
16	CMU Flash			16				16																											
17	Cycle Fault	On	On																																
18	Cycle Failure	On	On	Alt Call & Redirect # 1 [1.1.6.3]																Alt Inhibit Phases # 1 [1.1.6.3]															
19	Coordination Fault	On	On	Col	Ø	Phases Called By Ø				From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To								
20	Controller Fault	On	On	1						1																									
21	Detector SDLC Failure			2						2																									
22	MMU SDLC Failure			3						3																									
23	Critical SDLC Failure			4						4																									
24	Reserved			5						5																									
25	EEPROM CRC Fault	On	On	6						6																									
26	Detector Diagnostic Failure	On	On	7						7																									
27	BIU Detector Failure	On	On	8						8																									
28	Queue detector alarm	On	On	Alt Call & Redirect # 2 [1.1.6.3]																Alt Inhibit Phases # 2 [1.1.6.3]															
29	Ped Detector Fault	On	On	Col	Ø	Phases Called By Ø				From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To								
30	Coord Diagnostic Fault			1						1																									
41	TempAlert Probe Ch. A			2						2																									
42	TempAlert Probe Ch. B			3						3																									
47	Coord Active			4						4																									
48	Preempt Active	On	On	5						5																									
49	Preempt 1 Input	On	On	6						6																									
50	Preempt 2 Input	On	On	7						7																									
51	Preempt 3 Input	On	On	8						8																									
52	Preempt 4 Input	On	On	Coord, CIC Plans [2.3]																Unit Parameters [1.2.1]															
53	Preempt 5 Input	On	On	CIC CoØ	Grow	1	2	3	4	5	6	7	8	Allow Skip Yellow	OFF	Max Cycle Time																			
54	Preempt 6 Input	On	On	1	OFF									TOD Dim Enable	OFF	Cycle Fault Action	ALARM																		
55	Preempt 7 Input	On	On	2	OFF									Tone Disable	OFF																				
56	Preempt 8 Input	On	On	3	OFF									Diamond Mode	4Ph																				
57	Preempt 9 Input	On	On	4	OFF									Backup Time (s)	900																				
58	Preempt 10 Input	On	On	Auto Flash Phase/Olap Settings [1.4.2]										Disable Init Ped	OFF																				
61	In Transition	On	On	Yel Ø										Cycle Fault Action	ALARM																				
81	FIO Status Alarm			Yel (olaps)										Enable Run Timer	ON	ID: 4010 WATER ST @ HAMILTON ST																			

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TE 4D (8/82)

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

STUDY: 608-3065 CONTRACT: 0259816 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 CONFORM-
ING 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 COORDI-
NATION WHICH ARE DESCRIBED AS FOLLOWS:

COORDINATED WITH SIGNAL # 4100

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

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

INSTALLATION DATE:

MODIFICATION DATE:

7-15-08
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)

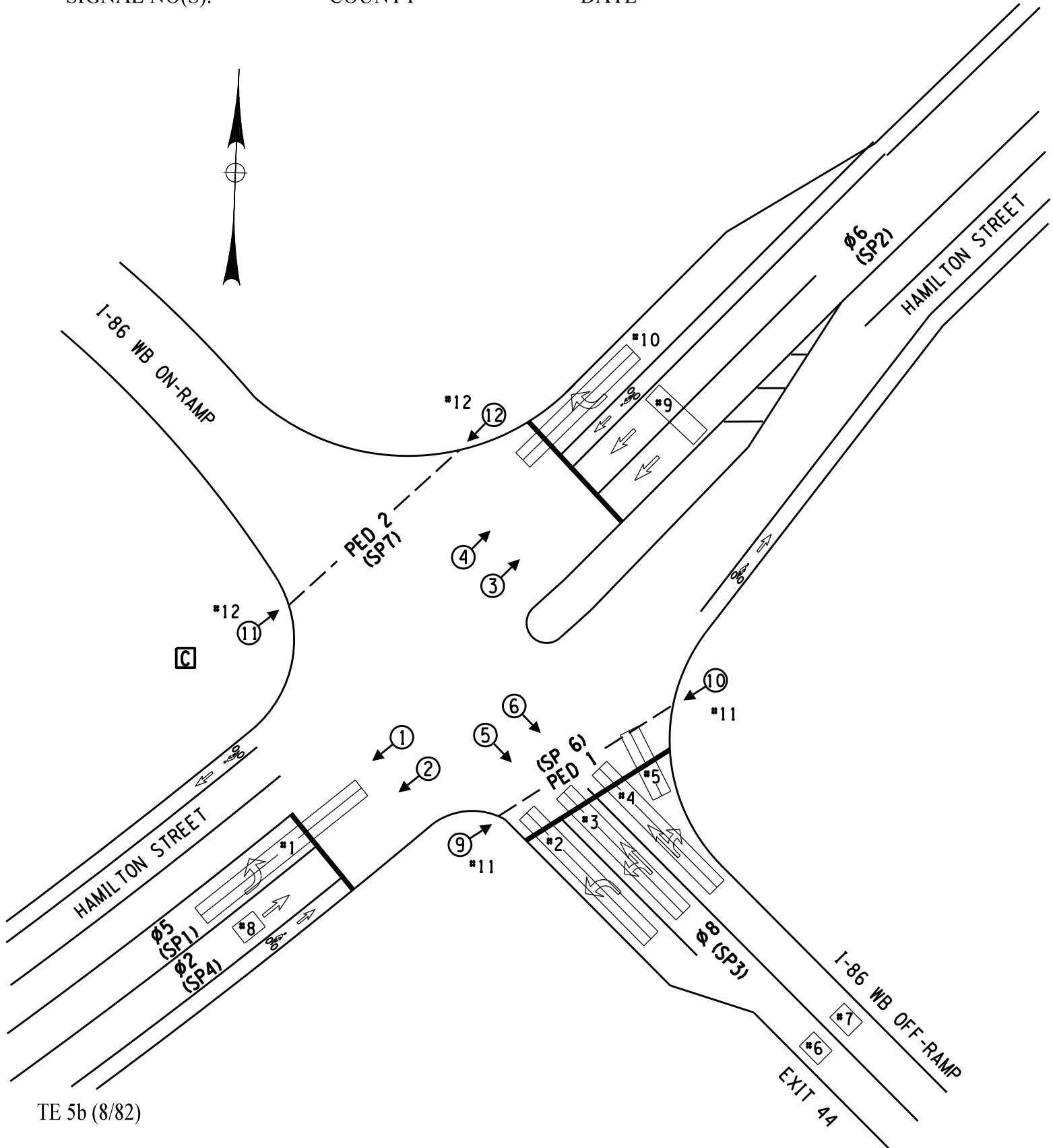
Study: 616-0016
 Contract: D263125
 P.I.N.: 6067.14
 File: 46.12-417

4097
 SIGNAL NO(S).

STEUBEN
 COUNTY

7/27/16
 DATE

PAGE ____ OF ____ PAGES



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	Ø 5	1	222		PRES. LOOP - HAMILTON ST NB LEFT
2A, 2B	Ø 8	2			PRES. LOOP - I86 WB OFF-RAMP
3A, 3B	Ø 8	3	222		PRES. LOOP - I86 WB OFF-RAMP
4A, 4B	Ø 8	4			PRES. LOOP - I86 WB OFF-RAMP
5A, 5B	Ø 8	5	222		PRES. LOOP - I86 WB OFF-RAMP
6A, 6B	Ø 8	6			SPOT LOOP - I86 WB OFF-RAMP
7A, 7B	Ø 8	7	222		SPOT LOOP - I86 WB OFF-RAMP
8A, 8B	Ø 2	8			SPOT LOOP - HAMILTON ST NB THRU
9A, 9B	Ø 6	9	222		SPOT LOOP - HAMILTON ST SB THRU'S
10A, 10B	Ø 6	10			LOOP - HAMILTON ST SB RIGHT
11A, 11B	PED 1 - Ø 2	11	242		PED TO CROSS I-86 WB OFF-RAMP
12A, 12B	PED 2 - Ø 6	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

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SIGNAL NO(S). COUNTY DATE

TABLE OF SWITCHPACKS

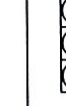
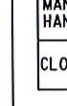
SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD	
					TERMINAL	WIRE COLOR CODE
1	ø5	1 HAM LEFT	W	-	-	-
				←Y	SP 1Y	14/19C-1-0
				←G	SP 1G	14/19C-1-G
				GROUND WIRE	GRND. BUS	14/19C-1-W
2	ø6	3,4 HAM SB	R	R	SP 2R	14/19C-1-R/B
				Y	SP 2Y	14/19C-1-0/B
				G	SP 2G	14/19C-1-G/B
				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-1-0/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
				MAN	SP 6G	14/5C-1-G
				GROUND WIRE	GRND. BUS	14/5C-1-W
				HAND	SP 7R	14/5C-3-R
7	PED'B' ø6	11,12	W	MAN	SP 7G	14/5C-3-G
				GROUND WIRE	GRND. BUS	14/5C-3-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	R	G	←G, R	←G, G
	TO				
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

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				STD8				
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split					Seq
Min Green		6			6	6		6	1	80	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0					1
Gap, Ext		2			2	2		2	2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0					1
Max 1		35			15	35		30	3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1				
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1				
Yel Clearance		3.6			3.6	3.6		4.9	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1				
Red Clearance		2.5			2.5	2.5		2.8	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1				
Walk		7				7			7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1				
Ped Clearance		16				20			8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1				
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1				
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1				
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1				
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1				
Cars B4 Reduct									Split				1	2	3	4	5	6	7	8	Split				1	2	3	4	5	6	7	8
Time To Reduce									1	Coor	0	38	0	42	14	24	0	42	13	Coor	0	0	0	0	0	0	0	0				
Reduce By									2	NON	MxP	NON	NON	NON	NON	MAX	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON				
Min Gap									2	Coor	0	20	0	40	10	20	0	40	14	Coor	0	0	0	0	0	0	0	0				
DyMaxLim										NON	NON	NON	MAX	NON	NON	NON	MAX			NON	NON	NON	NON	NON	NON	NON	NON					
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0				
Options [1.1.2]	1	2	3	4	5	6	7	8		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Enable		On			On	On		On	4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0				
Min Recall										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Max Recall									5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0				
Ped Recall										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0				
Lock Calls										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Auto Flash Entry								On	7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0				
Auto Flash Exit		On				On				NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Dual Entry		On		On		On		On	8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0				
Enable Simul Gap	On	On	On	On	On	On	On	On		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Gaurantee Passage									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0				
Rest In Walk										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0				
Non-Actuated 1										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0				
Add Init Calc										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0				
Reservice										NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
PedClr Thru Yel									Page#																							
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			Red Revert	3		
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			MCE Timeout	0		
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																			Feature Profile	0		
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection																			Free Ring Seq	1		
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																			Auxswitch	STOPTM		
Omit Yellow									5	Annual Schedule																			SDLC Retry	0		
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																			TS2 Det Faults	ON		
Gm/Ped Delay									7	Communications; Secutiry; I/O Setup																			Auto Ped Clear	OFF		
ID: 4097 HAMILTON @ I86 Ex 44 W.B. Ramp								8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																			SDLC Retry	0			
																											10/27/17	Page 1				

Overlap 1-16 Program Params & Param+ [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							NORMAL		9	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
2	Included Ø							NORMAL		10	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
3	Included Ø							NORMAL		11	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
4	Included Ø							NORMAL		12	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
5	Included Ø							NORMAL		13	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
6	Included Ø							NORMAL		14	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
7	Included Ø							NORMAL		15	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG
8	Included Ø							NORMAL		16	Included Ø						NORMAL
	Modifier Ø							Gm			Modifier Ø						Gm
	Conflict Ø							Yel 3.5			Conflict Ø						Yel 3.5
	Conflict Olap							Red 1.5			Conflict Olap						Red 1.5
	Conflict Ped							LG			Conflict Ped						LG

Channel Settings [1.8.1]

[illegible]

Channel+ Settings [1.8.4]

[illegible]

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	5		EndGRN	On			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
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Ven Par 1-64 [5.1]										Ven Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]									
Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src				
1	5		2				45	50	7	33							45	50		1	On	On		On					33	On	On		On					1							NORM				
2	8						45	50	17	34							45	50		2	On	On		On					34	On	On		On					2							NORM				
3	8						45	50	17	35							45	50		3	On	On		On					35	On	On		On					3							NORM				
4	8						45	50	17	36							45	50		4	On	On		On					36	On	On		On					4							NORM				
5	8		10				45	50	17	37							45	50		5	On	On		On					37	On	On		On					5							NORM				
6	8			4			45	50	17	38							45	50		6		On		On					38	On	On		On					6							NORM				
7	8			4			45	50	17	39							45	50		7		On		On					39	On	On		On					7							NORM				
8	2			3			45	50	17	40							45	50		8	On	On		On	On	On			40	On	On		On					8							NORM				
9	6			3			45	50	17	41							45	50		9	On	On		On	On	On			41	On	On		On					9							NORM				
10	6		8				45	50	17	42							45	50		10	On	On		On					42	On	On		On					10							NORM				
11							45	50	2	43							45	50		11	On	On		On					43	On	On		On					11							NORM				
12							45	50	2	44							45	50		12	On	On		On					44	On	On		On					12							NORM				
13							45	50	2	45							45	50		13	On	On		On					45	On	On		On					13							NORM				
14							45	50	2	46							45	50		14	On	On		On					46	On	On		On					14							NORM				
15							45	50	2	47							45	50		15	On	On		On					47	On	On		On					15							NORM				
16							45	50	2	48							45	50		16	On	On		On					48	On	On		On					16							NORM				
17							45	50	2	49							45	50		17	On	On		On					49	On	On		On					17							NORM				
18							45	50	2	50							45	50		18	On	On		On					50	On	On		On					18							NORM				
19							45	50		51							45	50		19	On	On		On					51	On	On		On					19							NORM				
20							45	50		52							45	50		20	On	On		On					52	On	On		On					20							NORM				
21							45	50		53							45	50		21	On	On		On					53	On	On		On					21							NORM				
22							45	50		54							45	50		22	On	On		On					54	On	On		On					22							NORM				
23							45	50		55							45	50		23	On	On		On					55	On	On		On					23							NORM				
24							45	50		56	2						45	50	17	24	On	On		On					56	On	On		On					24							NORM				
25							45	50		57							45	50		25	On	On		On					57	On	On		On					25							NORM				
26							45	50		58							45	50		26	On	On		On					58	On	On		On					26							NORM				
27							45	50		59							45	50		27	On	On		On					59	On	On		On					27							NORM				
28							45	50		60							45	50		28	On	On		On					60	On	On		On					28							NORM				
29							45	50		61							45	50		29	On	On		On					61	On	On		On					29							NORM				
30							45	50		62							45	50		30	On	On		On					62	On	On		On					30							NORM				
31							45	50		63							45	50		31	On	On		On					63	On	On		On					31							NORM				
32							45	50		64							45	50		32	On	On		On					64	On	On		On					32							NORM				
Parameters+ 1-64 [5.3]										Parameters+ 1-64 [5.3]										Ped Det Parm [5.4]										Unit Paramters [1.2.1]																			
Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	Call Ø	No Act	Max Pres	Err Cnt	TS2 Det Faults										ON										
																														Vol/Occ Report Parm [1.5.8]																			
																														Vol/Occ Period Minutes										15									
																														Vol/Occ Period Minutes										0									
33						NORM		44						NORM		55						NORM		1	2		15																						
34						NORM		45						NORM		56						NORM			6		15																						
35						NORM		46						NORM		57						NORM		3			15																						
36						NORM		47						NORM		58						NORM		4			15																						
37						NORM		48						NORM		59						NORM		5			15																						
38						NORM		49						NORM		60						NORM		6			15																						
39						NORM		50						NORM		61						NORM		7			15																						
40						NORM		51						NORM		62						NORM		8			15																						
41						NORM		52						NORM		63						NORM																											
42						NORM		53						NORM		64						NORM																											
43						NORM		54						NORM		ID: 4097 HAMILTON @ I86 Ex 44 W.B. Ramp										10/27/2017 Page 3																							

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 Grp	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

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

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

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

[illegible][illegible]

Exit Phases [3.2]					Pre #	Lock	Override			Override			FISH	Link
Pre #	Exit Phase						Auto FISH			Higher				
1					1	ON		ON			ON		OFF	
2					2	ON		ON			ON		OFF	
3					3	ON		ON			ON		OFF	
4					4	ON		ON			ON		OFF	
5					5	ON		ON			ON		OFF	
6					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	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																																1						
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S																															1							
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Day Plans [4.4]																Action Table [4.5]																Coord Alternate Tables - Pat+ [2.6]																			
Day Plan 1				Day Plan 2				Day Plan 3																				Overlap Off																							
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Dia	Max2		
1	0	0	2	9	0	0	0	1	0	0	1	9	0	0	0	1	0	0	0	9	0	0	0	1	1																							DFT			
2	6	0	1	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	2																							DFT			
3	20	0	2	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	3																							DFT			
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	4																						DFT				
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	5																						DFT				
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	6																						DFT				
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	7																						DFT				
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	8																						DFT				
Day Plan 4				Day Plan 5				Day Plan 6				9	9											9																								DFT			
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		10	10																							DFT			
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	11	11																							DFT			
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	12	12																							DFT			
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	13	13																						DFT				
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	14	14																						DFT				
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	15	15																						DFT				
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	16	16																						DFT				
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	17	17																						DFT				
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	18	18																						DFT				
Day Plan 7				Day Plan 8				Day Plan 9				19	19											19																								DFT			
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		20	20																							DFT			
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	21	21																							DFT			
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	22	22																							DFT			
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	23	23																							DFT			
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	24	24																							DFT			
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	25																							DFT				
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	26																							DFT				
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	27																								DFT			
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	28																								DFT			
Day Plan 10				Day Plan 11				Day Plan 12				29												29																								DFT			
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		30																								DFT			
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	31																									DFT		
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	32																								DFT			
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	33																								DFT			
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	34																								DFT			
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	35																								DFT			
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	36																								DFT			
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	37																								DFT			
8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	8	0	0	0	16	0	0	0	38																								DFT			
Day Plan 13				Day Plan 14				Day Plan 15				39												39																								DFT			
Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		40																								DFT			
1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0																									DFT			
2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	2	0	0	0	10	0	0	0	48																								DFT			
3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0	3	0	0	0	11	0	0	0																									DFT			
4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	4	0	0	0	12	0	0	0	98																								DFT			
5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	5	0	0	0	13	0	0	0	99																								DFT			
6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	6	0	0	0	14	0	0	0	100	255																							DFT			
7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	7	0	0	0	15	0	0	0	ID: 4097 HAMILTON @ I86 Ex 44 W										47																DFT	
8	0	0	0	16	0	0	0	8	0	0																																									

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	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]			
1	SWLOAD	22	NONE
2	SECURE	23	NONE
3	NONE	24	NONE
4	NONE	25	NONE
5	NONE	26	NONE
6	NONE	27	NONE
7	NONE	28	NONE
8	NONE	29	NONE
9	NONE	30	NONE
10	NONE	31	NONE
11	NONE	32	NONE
12	NONE	33	NONE
13	NONE	34	NONE
14	NONE	35	NONE
15	NONE	36	NONE
16	NONE	37	NONE
17	NONE	38	NONE
18	NONE	39	NONE
19	NONE	40	NONE
20	NONE	41	NONE
21	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	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		

ID: 4097 HAMILTON @ I86 Ex 44 W.B. Ramp

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#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]				Redirect Phases[1.1.5]				Inhibit Phases[1.1.5]																							
				Ø	Phases Called By Ø			From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
1	Power Up Alarm.	On	On	1				1										1																	
2	Stop Timing	On	On	2				2										2																	
3	TS1 Cabinet Door	On	On	3				3										3																	
4	Coordination Failure	On	On	4				4										4																	
5	External Alarm # 1	On	On	5				5										5																	
6	External Alarm # 2	On	On	6				6										6																	
7	External Alarm # 3			7				7										7																	
8	External Alarm # 4			8				8										8																	
9	Closed Loop Disabled	On	On	9				9										9																	
10	External Alarm # 5			10				10										10																	
11	External Alarm # 6			11				11										11																	
12	Manual Control Enable	On	On	12				12										12																	
13	Coord Free Input			13				13										13																	
14	Local Flash Input	On	On	14				14										14																	
15	MMU Flash			15				15										15																	
16	CMU Flash			16				16										16																	
17	Cycle Fault	On	On																																
18	Cycle Failure	On	On	Alt Call & Redirect # 1 [1.1.6.3]												Alt Inhibit Phases # 1 [1.1.6.3]																			
19	Coordination Fault	On	On	Col	Ø	Phases Called By Ø			From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
20	Controller Fault	On	On	1				1										1																	
21	Detector SDLC Failure			2				2										2																	
22	MMU SDLC Failure			3				3										3																	
23	Critical SDLC Failure			4				4										4																	
24	Reserved			5				5										5																	
25	EEPROM CRC Fault	On	On	6				6										6																	
26	Detector Diagnostic Failure	On	On	7				7										7																	
27	BIU Detector Failure	On	On	8				8										8																	
28	Queue detector alarm	On	On	Alt Call & Redirect # 2 [1.1.6.3]												Alt Inhibit Phases # 2 [1.1.6.3]																			
29	Ped Detector Fault	On	On	Col	Ø	Phases Called By Ø			From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
30	Coord Diagnostic Fault			1				1										1																	
41	TempAlert Probe Ch. A			2				2										2																	
42	TempAlert Probe Ch. B			3				3										3																	
47	Coord Active			4				4										4																	
48	Preempt Active	On	On	5				5										5																	
49	Preempt 1 Input	On	On	6				6										6																	
50	Preempt 2 Input	On	On	7				7										7																	
51	Preempt 3 Input	On	On	8				8										8																	
52	Preempt 4 Input	On	On	Coord, CIC Plans [2.3]												Unit Parameters [1.2.1]																			
53	Preempt 5 Input	On	On	CIC CoØ	Grow	1	2	3	4	5	6	7	8	Allow Skip Yellow	OFF	Max Cycle Time																			
54	Preempt 6 Input	On	On	1	OFF									TOD Dim Enable	OFF	Cycle Fault Action	ALARM																		
55	Preempt 7 Input	On	On	2	OFF									Tone Disable	OFF																				
56	Preempt 8 Input	On	On	3	OFF									Diamond Mode	4Ph																				
57	Preempt 9 Input	On	On	4	OFF									Backup Time (s)	900																				
58	Preempt 10 Input	On	On	Auto Flash Phase/Olap Settings [1.4.2]										Disable Init Ped	OFF																				
61	In Transition	On	On	Yel Ø										Cycle Fault Action	ALARM																				
81	FIO Status Alarm			Yel (olaps)										Enable Run Timer	ON	ID: 4097 HAMILTON @ I86 Ex 44 W.B. Ramp												10/27/17				Page 10			

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 AS SECTION 2046.14
(DATE) 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 CONFOR
ING 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 COORDI-
NATION WHICH ARE DESCRIBED AS FOLLOWS:

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

6/23/25 Brian Nisbet Signal EIC
(DATE) (SIGNATURE) (TITLE)
INSTALLATION DATE: 6/22/25
MODIFICATION DATE:

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

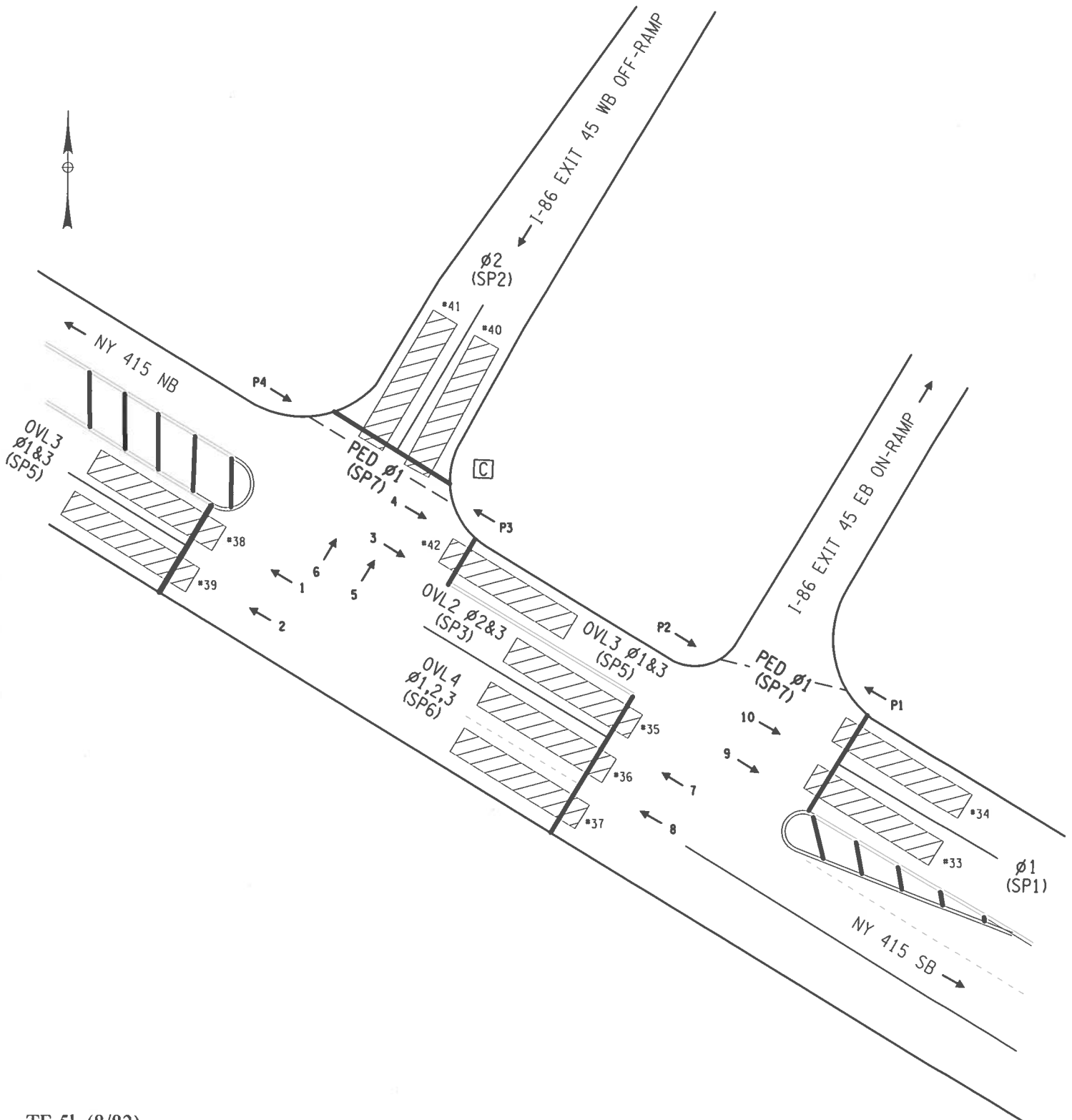
Study: 625-0005
 Contract: Crew
 P.I.N.: Hornell
 File: 46.14-415

4109/4110
 SIGNAL NO(S).

STEUBEN
 COUNTY

JUNE 2025
 DATE

PAGE 2 OF 13 PAGES



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 2	3 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

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				
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57				
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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
	R	R	Y	←Y, R	←Y, Y
1ST	R	R	R	R	R
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

Coord Transition, CoordPhs [2.5]

[illegible]

[illegible]

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		
Pre #	MaxPres	MinGm	MinWlk	PedCir	Co+Pre
1					ON
2					ON
3	90	2			ON
4					ON
5					ON
6					ON
Pre #	Track Gm	Min Dwell	Ext Dwell	PedCir+	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 #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

Preemption 1, Options+ [3.6]

Exit Phases [3.2]	Pre #	Lock	Override	Auto Fish	Override	Higher	Fish	Dwell	Link
Pre #	Exit Phase								
1		1	ON	ON	ON	ON	OFF	OFF	
2		2	ON	ON	ON	ON	OFF	OFF	
3		3	ON	ON	ON	ON	OFF	OFF	
4		4	ON	ON	ON	ON	OFF	OFF	
5		5	ON	ON	ON	ON	OFF	OFF	
6		6	ON	ON	ON	ON	OFF	OFF	

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

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 Entry								
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				Link				Day Plan																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Day Plans [4.4]										Action Table [4.5]										Coord Alternate Tables - Pat+ [2.6]																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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#	Event / Alarm	Ev	Air
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
FIO	Status Alarm		

Call Phases[1.1.5]				Redirect Phases[1.1.5]				Inhibit Phases[1.1.5]																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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