TRAFFIC STUDY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVENUE
TOWN OF YORKTOWN, NEW YORK

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I. INTRODUCTION

This Traffic Study has been prepared to assess existing conditions as well as future traffic operations in association with the proposed rezoning of one lot in an approved 4-lot subdivision located at 3571 Mohegan Avenue in the Town of Yorktown. The lot is proposed to be rezoned to the C-2 Commercial Hamlet Center Zoning District. Accordingly, this study assesses the potential traffic impacts of a 7,200 s.f. retail and a 2,000 s.f. fast-food restaurant, which are both uses that would be allowed under the C-2 Zoning.

The property was redeveloped as part of a previous approval dated 02/11/2008 from the Town of Yorktown Planning Board. The previous approval incorporated a 4 lot subdivision with a 4,000 s.f credit union constructed on one lot, a 10,000 s.f. day care constructed on a second lot, the third lot was to remain as open space and the fourth lot was to be a 4,000 s.f. bank with two drive-up lanes. The property was redeveloped as proposed in the previous approval; except that, the 4,000 s.f. bank with two drive-up lanes was never constructed.

Under the current proposal, the Applicant proposes to rezone the location of the previously approved bank, which was not constructed, to the C-2 Zoning District and when a tenant is secured, and construct a building. The other buildings on the property are proposed to remain. Access to the property will continue to be provided by a full movement driveway on Mohegan Avenue. The exact tenant for the proposed building is not known at this time. This study evaluates the proposed building up to a 7,200 s.f. retail building or the proposed building may be up to a 2,000 s.f. fast-food restaurant with a drive-thru window.

In conjunction with the 2008 redevelopment, the Applicant constructed substantial off-site improvements. Mohegan Avenue was widened along its entire frontage with the property and a sidewalk was constructed along Mohegan Avenue. At its intersection with US 6 (East Main Street), Mohegan Avenue was relocated to be opposite Lakeland Street, as recommended in a prior traffic planning study prepared for the Route 6 corridor. Mohegan Avenue was also widened to provide a separate right turn lane with a channelization island at US 6. A right of way

was dedicated to facilitate the intersection relocation. Sidewalks were installed along US 6 and a bench and flagpole were provided at the intersection. The traffic signal at the intersection of US 6/Mohegan Avenue/Lakeland Street was reconstructed. The stormwater collection system within Mohegan Avenue and US 6 was improved. In addition, the shopping center driveway on the east side of Mohegan Avenue (near CVS) was relocated to align with the site driveway.

Based on this study, the proposed retail building represents a reduction of traffic volumes compared to the previously approved bank on the property. The proposed fast-food restaurant represents a reduction of traffic volumes compared to the previously approved bank during the peak weekday PM hour. The studied intersections under future conditions with the proposed retail building or the proposed fast-food restaurant are projected to operate at similar or better levels of service as projected for future conditions with the previously approved bank.

II. EXISTING CONDITIONS

A. Existing Roadway Network

JMC performed field reconnaissance at the site and adjoining roadway network in order to gather existing conditions data. The field work included a determination of lane widths, striping, horizontal and vertical alignments, signs, traffic signal phasing and timings, speed limits, pedestrian activities, traffic flows, on street parking, sidewalks, curbing, etc.

US 6 (East Main Street) is generally an east-west roadway under the jurisdiction of the NYSDOT. It provides one travel in each direction within the study area and widens to provide additional lanes at various locations. Within the study area, US 6 has a posted speed limit of 35 mph.

Lexington Avenue is a town roadway which originates north of US 6 and extends in a southernly direction to its terminus at US 202/NY 35. Lexington Avenue generally provides one travel lane in each direction and widens at several intersections to provide

additional lanes within the study area. Lexington Avenue has a posted speed limit of 30 mph in the study area.

In order to evaluate the changes in traffic associated with the proposed redevelopment, the following intersections have been analyzed:

1. US 6 & Lexington Avenue
2. US 6 & Old Farm Lane
3. US 6 & Mohegan Avenue/Lakeland Street
4. Mohegan Avenue & Site Driveway/CVS Driveway

Lexington Avenue intersects US 6 at a signalized four-legged intersection. All approaches into the intersection provide a separate left turn lane and a shared thru/right turn lane. US 6 and southbound Lexington Avenue provide 12 foot wide lanes and northbound Lexington Avenue provides 11 foot wide lanes.

Old Farm Lane intersects US 6 at an unsignalized 'T' intersection. Old Farm Lane operates under stop control and provides a single approach lane with shared turning movements. A two way left turn lane is provided along US 6 from Lexington Avenue to Mohegan Avenue. US 6 provides a single lane in each direction for thru and right turning vehicles.

The intersection of US 6 & Mohegan Avenue/Lakeland Street is a four-legged signalized intersection. US 6 provides a 12 foot wide left turn lane and a 12 foot wide shared thru/right turn lane on both eastbound and westbound approaches. The Mohegan Avenue northbound approach provides a 12 foot wide single lane for left/thru movements and a 12 foot wide channelized right turn lane controlled by a stop sign. The Lakeland Street southbound approach provides an 11 foot wide left/thru lane and an 11 foot wide right turn lane.

The site driveway intersects Mohegan Avenue across from the driveway to CVS at an

unsignalized four-legged intersection. Mohegan Avenue westbound provides two 12 foot wide lanes for shared movements and Mohegan Avenue eastbound provides a single 12 foot wide lane for thru/turning movements. The site driveway northbound approach and CVS driveway southbound approach both provide a single 12 foot wide lane for shared movements controlled by stop signs.

B. Existing Volumes

Manual traffic counts were performed in order to quantify and analyze existing peak hour volumes as well as to establish base conditions for projecting future operations. The counts included pedestrian activities and truck traffic.

Traffic counts were conducted from 7:00 – 9:00 AM and 4:00 – 6:00 PM for all the studied intersections on Thursday, June 14, 2018. Additionally, the studied intersections were counted on Saturday, June 9, 2018 from 12:00 PM – 3:00 PM. The traffic counts were performed while school was in session. The peak hour volumes occurred between 8:00 – 9:00 AM during the weekday morning, 4:30 – 5:30 PM during the weekday afternoon and 12:00 – 1:00 PM during the Saturday midday. The volumes are shown on Figures 1 thru 3 "2018 Existing Volumes". All figures are included in Appendix B.

C. Intersection Analysis Methodology

The intersections have been analyzed based on the methodologies of the Highway Capacity Manual 6th Edition. Information derived from the manual relative to the level of service criteria is provided below.

1. Level-of-Service Criteria for Signalized Intersections

Levels of Service (LOS) for signalized intersections are defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called control delay. Control delay includes the delays of initial deceleration, move-up time in the queue, stops, and reacceleration. In this chapter, control delay may also be referred to as signal delay. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a peak 15-minute analysis period. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the volume/capacity (*v/c)* ratio for the lane group in question.

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of services occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long

cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle and/or the arrival flow rates exceed the capacity of the intersection. It will also occur at high *v/c* ratios below 1.0 with many individual cycle failures. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 80 seconds.

The LOS criteria for signalized intersections are presented below.

Signalized Level of Service Criteria		
Control Delay (Seconds/Vehicle)	**LOS by Volume-to-Capacity Ratio**	
	v/c ≤ 1.0	**v/c > 1.0**
≤10	A	F
>10 and ≤20	B	F
>20 and ≤35	C	F
>35 and ≤55	D	F
>55 and ≤80	E	F
>80	F	F

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

2. Level of Service for Unsignalized Intersections

The Levels of Service (LOS) for Two Way Stop Control (TWSC) and All Way Stop Control (AWSC) intersections and Roundabouts are determined by the computed or measured control delay and are defined for each minor movement. LOS is not defined for the intersection as a whole for TWSC intersections. LOS criteria are presented below.

Unsignalized Level of Service Criteria		
Control Delay (Seconds/Vehicle)	**LOS by Volume-to-Capacity Ratio**	
	v/c ≤ 1.0	**v/c > 1.0**
≤10	A	F
>10 and ≤15	B	F
>15 and ≤25	C	F
>25 and ≤35	D	F
>35 and ≤50	E	F
>50	F	F

For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or the intersection as a whole at TWSC intersections. For approach-based and intersectionwide assessments at AWSC intersections and roundabouts, LOS is defined solely by control delay.

Average control delay less than 10 seconds/vehicle are defined as LOS A. Follow-up times of less than 5 seconds/vehicle have been measured when there is no conflicting traffic, so control delays of less than 10 seconds/vehicle are appropriate for low flow conditions. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 50 seconds.

The LOS criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. A number of driver behavior considerations combine to make delays at signalized intersections less onerous than delays at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at an unsignalized intersections versus that at signalized intersections. For these reasons, it is considered that the control delay threshold for any given LOS would be less for an unsignalized intersection than it would be for a signalized intersection.

D. Existing Operations

The intersection capacity analyses based on existing volumes and conditions are shown on Tables 3 thru 5. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group, the approach as well as the overall intersection as applicable are depicted on Tables 3 - 5. All tables are included in Appendix A.

During the peak weekday morning hour, the overall intersection of US 6 and Lexington Avenue operates at a level of service C. The Lexington Avenue approaches and lanes operate at a level of service D. Old Farm Lane operates at a level of service C. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street operate at a level of service B with the Mohegan Avenue and Lakeland Street approaches and lanes operating at a level of service E. All other movements at the studied intersections operate at a level of service C or better during the peak weekday AM hour.

During the peak weekday afternoon hour, the overall intersection of US 6 and Lexington Avenue operates at a level of service C. The northbound Lexington Avenue approach and lanes operate at a level of service D. The southbound Lexington Avenue left turn lane and approach operates at a level of service D while the thru/right lane operates at a level of service E. Old Farm Lane operates at a level of service D. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street operate at a level of service C with the Mohegan Avenue and Lakeland Street approaches and lanes operating at a level of service E. All other movements at the studied intersections operate at a level of service C or better during the peak weekday PM hour.

During the peak Saturday midday hour, the overall intersection of US 6 and Lexington Avenue operates at a level of service D. The eastbound US 6 thru/right lane and approach operate at a level of service D. The northbound Lexington Avenue approach and lanes operate at a level of service D. The southbound Lexington Avenue left turn lane operates at a level of service D while the thru/right lane and approach operates at a level of service E. Old Farm Lane operates at a level of service C. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street operate at a level of service B with the Mohegan Avenue and Lakeland Street approaches and lanes operating at a level of service E. All other movements at the studied intersections operate at a level of service C or better during the peak Saturday midday hour.

III. PROJECTED CONDITIONS

A. No-Build Volumes

In order to project future traffic increases to the 2021 design year, the existing volumes were increased by a general growth rate of 1% per year compounded annually. The average percentage population growth in the Mohegan Lake area from 2010 to 2016 is -0.36% per year based on 2017 American Community Survey data. Based on NYSDOT's 2016 Traffic Volume Report, the traffic volumes along US 6 decreased from 2015 to 2016

by 0.94% and 1.06% on either side of Mohegan Avenue. The growth rate utilized in this traffic study provides a conservative analysis based on the Mohegan Lake area's population growth and traffic volumes along US 6.

Based on discussions with Town staff, this study incorporates the traffic volumes associated with the Cortlandt Crossing, Envirogreen Associates, Shrub Oak International School, and Village Tradition developments. The proposed expansion for the Mohegan Lake Audi has not been quantified in this study since this proposal eliminated a small restaurant to accommodate the expansion and the dealership expansion is not anticipated to have a significant increase in traffic based on a discussion with the Town. The other development volumes are shown on figures contained within Appendix B. As part of the Cortlandt Crossing project, the traffic signals along US 6 from Jerome Drive to Mohegan Avenue were modified to implement adaptive traffic signals. Adaptive traffic signals provide demand responsive traffic signal operations with real-time changes made to the traffic signal timing for improved traffic flow through the intersections.

Additionally, this study also incorporates the traffic volumes associated with the previously approved bank. Table 1 located in Appendix A depicted the peak hour traffic volumes for the previously approved bank. Figures contained in Appendix B depict the previously approved bank traffic volumes routed through the studied intersections. The general growth volumes plus the other development volumes and the previously approved bank volumes result in the 2021 no-build volumes.

During the peak weekday AM hour, all movements at the studied intersections under the no-build conditions are projected to operate at the same levels of service as experienced under existing conditions except for one movement. The southbound thru/right lane at the intersection of US 6 and Lexington Avenue is projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions during the peak weekday AM hour.

During the peak weekday PM hour, the overall intersection of US 6 and Lexington Avenue is projected to increase in delay to operate at a level of service D under no-build conditions. The US 6 left turn lanes at its intersection with Lexington Avenue are projected to increase in delay to operate at a level of service C while the US 6 eastbound approach and thru/right lane are projected to increase in delay to operate at a level of service D. The Old Farm Lane approach to its intersection with US 6 is projected to increase in delay to operate at a level of service E under no-build conditions. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street is projected to increase in delay to operate at a level of service D while the US 6 left turns are projected to increase in delay to operate at a level of service C. The southbound and northbound approaches and thru/right lanes are projected to increase in delay to operate at a level of service D under no-build conditions. All other movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday PM hour.

During the peak Saturday midday hour, the overall intersection of US 6 and Lexington Avenue is projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions. The US 6 eastbound approach and thru/right lane at its intersection with Lexington Avenue is projected to increase in delay from a level of service D under existing conditions to a level of service F under no-build conditions. The US 6 westbound approach is projected to increase in delay to operate at a level of service E while the westbound thru/right lane is projected to increase in delay to operate at a level of service F under no-build conditions. The Old Farm Lane approach to US 6 is projected to increase in delay from a level of service C under existing conditions to a level of service D under no-build conditions. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street is projected to increase in delay to operate at a level of service C while the eastbound approach, eastbound thru/right lane, westbound approach, westbound left turn lane, and westbound thru/right lane are projected to increase in delay to operate at a level of service C under no-build conditions. All other movements at the

studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak Saturday midday hour.

B. Build Volumes With Retail

The projected traffic associated with the proposed retail redevelopments are based on information published by ITE in its publication "Trip Generation Manual, 10th Edition." Table 1 shows the traffic volumes associated with the proposed retail development compared to the previously approved development of Lot 1 on the property. As shown in the table, the proposed retail building is anticipated to generate substantially fewer vehicle trips than the previously proposed bank. For example, the driveway volumes with the proposed retail use would be 31, 55 and 73 fewer trips than the previously approved bank during the peak weekday AM and PM hours and peak Saturday hour, respectively.

Table 1 incorporates pass-by trips for retail use which are trips that typically drive past or near the subject property and will patronize the development when it is completed. The proposed primary volumes were routed through the studied intersections based on existing driveway distributions and consideration of the area roadways. The pass-by volumes were routed through the studied intersections based on traffic volume data. The projected trips for the development have been shown in the figures in Appendix B. Adding the proposed retail development related traffic and subtracting the previously approved bank traffic volumes results in 2021 Build Volumes with the proposed retail building which reflect projected volumes after the completion and occupancy of the proposed retail development.

Intersection capacity analysis computed based on the 2021 Build Volumes with proposed retail building indicate that the intersections will operate at the same or better levels of service as projected for the No-Build Volumes with the previously approved bank. Projected operations with the proposed retail redevelopment are shown on Tables 3 thru 5.

The levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions during all studied peak hours except for six movements that are projected to improve under build conditions compared to the no-build condition. During the peak weekday PM Hour, the Old Farm Lane approach to US 6 is projected to operate at a level of service D under build conditions compared to a level of service E under no-build conditions. At the intersection of US 6 & Mohegan Avenue with Lakeland Street, the eastbound approach, eastbound thru/right lane, and westbound approach are projected to operate at a level of service C under build conditions compared to a level of service D under no-build conditions during the peak weekday PM hour. During the peak Saturday hour, the westbound right/thru lane at the intersection of US 6 & Lexington Avenue is projected to operate at a level of service E under build conditions compared to a level of service F under no-build conditions. At the intersection of US 6 & Mohegan Avenue with Lakeland Street, the westbound left turn lane is projected to operate at a level of service B under build conditions compared to a level of service C under no-build conditions during the peak Saturday hour.

C. Build Volumes With Fast-Food Restaurant

As mentioned previously, the proposed building may be a 2,000 s.f. fast-food restaurant with a drive-thru instead of the 7,200 s.f. retail building. The projected traffic associated with the proposed fast-food restaurant is based on information published by ITE in its publication "Trip Generation Manual, 10th Edition." Table 2 shows the traffic volumes associated with the proposed fast-food restaurant development compared to the previously approved bank development of Lot 1 on the property. As shown in the table, the proposed fast-food restaurant is anticipated to generate 42 additional driveway trips during the peak weekday AM hour, 17 less driveway trips during the peak weekday PM hour and 5 additional driveway trips during the peak Saturday midday hour than the previously proposed bank.

Similar to the proposed retail building, Table 2 incorporates pass-by trips for the proposed fast-food restaurant. The primary volumes were routed through the studied intersections based on existing driveway distributions and consideration of the area roadways. The pass-by volumes were routed through the studied intersections based on traffic volume data. The projected trips for the fast-food restaurant have been shown in the figures in Appendix B. Adding the fast-food restaurant related traffic and subtracting the previously approved bank traffic volumes results in 2021 Build Volumes with the proposed fast-food restaurant.

Intersection capacity analysis computed based on the 2021 Build Volumes with proposed fast-food restaurant indicate that the intersections will operate at similar levels of service as projected for the No-Build Volumes with the previously approved bank. Projected operations with the proposed retail redevelopment are shown on Tables 3 thru 5.

During the peak weekday AM hour, the levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions except for one movement. At the intersection of US 6 and Mohegan Avenue with Lakeland Street, the US 6 westbound left turn lane is projected to increase in delay by 1.3 seconds to operate at a level of service B under build conditions from a level of service A under no-build conditions during the peak weekday AM hour.

During the peak weekday PM hour, the levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions except for two movements. At the intersection of US 6 and Mohegan Avenue with Lakeland Street, the US 6 eastbound approach and thru/right lane are projected to improve in delay to operate at a level of service C under build conditions compared to a level of service D under no-build conditions during the peak weekday PM hour.

During the peak Saturday midday hour, the levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions.

IV. FINDINGS & CONCLUSION

Overall, under both the retail and fast-food restaurant uses, traffic operations at the studied intersections are projected to operate at similar or better levels of service as compared to projected future conditions with the previously approved bank. The only decrease in level of service is under the fast-food restaurant use for the US 6 westbound left turn movement at the intersection of US 6 and Mohegan Avenue with Lakeland Street during the peak weekday AM hour and this decrease is insignificant. Specifically, this left turn movement is projected to operate at a level of service B under build conditions from a level of service A under no-build conditions which is a result of an incremental increase in delay of 1.3 seconds. In JMC's professional opinion, this incremental delay is not significant. In any event, as set forth below, the implementation of common phasing at the intersection of US 6 and Mohegan Avenue with Lakeland Street will maintain and/or improve levels of service at the intersection including maintaining the level of service A for the US 6 westbound left turn movement, consistent with no-build conditions.

As previously mentioned, Mohegan Avenue was widened and realigned as part of the previously approved redevelopment. This realignment of Mohegan Avenue and reconstructed traffic signal was designed to provide common traffic signal phasing for the Mohegan Avenue and Lakeland Street approaches to their intersection with US 6. The traffic signal currently operates in split phasing which processes the Mohegan Avenue and Lakeland Street approaches separately. We reviewed the intersection of US 6 and Mohegan Avenue with Lakeland Street for the State's consideration to implement common phasing for the side road approaches to the intersection as previously designed. The operations with these potential improvements at the intersection are shown on Tables 3 thru 5. With the common phasing, the overall intersection level of service improves from a level of service of D under no-build conditions to a level of service C under build conditions with the proposed retail building and with the proposed fast-food restaurant during the peak weekday PM hour. Additionally, the overall level of service improves from a C under no-build conditions to a B under build conditions with the proposed retail building during

the peak Saturday midday hour. This analysis and potential improvement have been provided for NYSDOT's consideration for implementation.

The addition of the adaptive traffic signals by the Cortlandt Crossing project has been implemented and is currently operational at the signals. The adaptive traffic signals provide demand responsive timing changes beyond the signal timing utilized in this study. The adaptive traffic system will optimize the signal operations within the study area.

It is the professional opinion of JMC that the proposed redevelopment of the property to a 7,200 s.f. retail building or a 2,000 s.f. fast-food restaurant will not have a significant impact on traffic operations in the study area compared to the previously approved bank.

Respectfully submitted,
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APPENDIX A

TABLES

TABLE 1

PROPOSED RETAIL DEVELOPMENT VOLUME COMPARISON[1]

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
a. Previously Approved 4,000 S.F. Bank Driveway Volumes (ITE Code 912)[2]	22	16	38	41	41	82	54	51	105
b. Previously Approved 4,000 S.F. Bank Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	6	4	10	10	10	20	14	13	27
c. Previously Approved 4,000 S.F. Bank Primary Volumes (Row c = Row a - Row b)	16	12	28	31	31	62	40	38	78
d. Proposed 7,200 S.F. Retail Driveway Volumes (ITE Code 820)[3]	4	3	7	13	14	27	17	15	32
e. Proposed 7,200 S.F. Retail Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	1	1	2	3	4	7	4	4	8
f. Proposed 7,200 S.F. Retail Primary Volumes (Row f = Row d - Row e)	3	2	5	10	10	20	13	11	24
g. Net Additional Driveway Volumes (Row e = Row d - Row a)	(18)	(13)	(31)	(28)	(27)	(55)	(37)	(36)	(73)
h. Net Additional Pass-By Volumes (Row h = Row e - Row b)	(5)	(3)	(8)	(7)	(6)	(13)	(10)	(9)	(19)
i. Net Additional Primary Volumes (Row i = Row f - Row c)	(13)	(10)	(23)	(21)	(21)	(42)	(27)	(27)	(54)

Notes:

(1) Trip Generation based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 10th Edition.

(2) Drive-In Bank (ITE Code 912) is defined by ITE as a building providing bank facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building.

(3) Shopping Center (ITE Code 820) is defined by ITE as an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.

TABLE 2

PROPOSED FAST-FOOD RESTAURANT DEVELOPMENT VOLUME COMPARISON[1]

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
a. Previously Approved 4,000 S.F. Bank Driveway Volumes (ITE Code 912)[2]	22	16	38	41	41	82	54	51	105
b. Previously Approved 4,000 S.F. Bank Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	6	4	10	10	10	20	14	13	27
c. Previously Approved 4,000 S.F. Bank Primary Volumes (Row c = Row a - Row b)	16	12	28	31	31	62	40	38	78
d. Proposed 2,000 S.F. Fast-Food Restaurant with Drive-Through Window Driveway Volumes (ITE Code 820)[3]	41	39	80	34	31	65	56	54	110
e. Proposed 2,000 S.F. Fast-Food Restaurant with Drive-Through Window Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	10	10	20	9	8	17	14	14	28
f. Proposed 2,000 S.F. Fast-Food Restaurant with Drive-Through Window Primary Volumes (Row f = Row d - Row e)	31	29	60	25	23	48	42	40	82
g. Net Additional Driveway Volumes (Row e = Row d - Row a)	19	23	42	(7)	(10)	(17)	2	3	5
h. Net Additional Pass-By Volumes (Row h = Row e - Row b)	4	6	10	(1)	(2)	(3)	0	1	1
i. Net Additional Primary Volumes (Row i = Row f - Row c)	15	17	32	(6)	(8)	(14)	2	2	4

Notes:

(1) Trip Generation based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 10th Edition.

(2) Drive-In Bank (ITE Code 912) is defined by ITE as a building providing bank facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building.

(3) Fast-Food Restaurant with Drive-Through Window (ITE Code 934) is defined by ITE as a restaurant with a large drive-through clientele, long hours of service, and high turnover rates for eat-in customers.

TABLE 3

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 (East Main Street) & Lexington Avenue (Signalized)	EASTBOUND	LEFT	0.14	12.3	B	0.17	13.5	B	0.16	13.4	B	0.17	13.7	B
		THRU/RIGHT	0.73	23.6	C	0.79	27.6	C	0.79	27.2	C	0.80	27.9	C
		COMPOSITE	-	22.8	C	-	26.5	C	-	26.2	C	-	26.8	C
	WESTBOUND	LEFT	0.25	16.2	B	0.30	19.0	B	0.29	18.7	B	0.31	19.2	B
		THRU/RIGHT	0.54	17.5	B	0.59	19.5	B	0.59	19.4	B	0.60	19.7	B
		COMPOSITE	-	17.4	B	-	19.4	B	-	19.3	B	-	19.6	B
	NORTHBOUND	LEFT	0.52	42.2	D	0.54	41.4	D	0.54	41.4	D	0.54	41.5	D
		THRU/RIGHT	0.69	50.4	D	0.69	50.2	D	0.69	50.0	D	0.69	50.3	D
		COMPOSITE	-	47.3	D	-	46.8	D	-	46.7	D	-	46.9	D
	SOUTHBOUND	LEFT	0.26	44.6	D	0.26	44.0	D	0.26	44.0	D	0.26	44.0	D
		THRU/RIGHT	0.81	54.2	D	0.82	55.9	E	0.82	55.9	E	0.82	55.9	E
		COMPOSITE	-	52.1	D	-	53.3	D	-	53.3	D	-	53.2	D
	INTERSECTION	COMPOSITE	-	27.9	C	-	30.0	C	-	29.8	C	-	30.1	C
2. US 6 (East Main Street) & Old Farm Lane (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.03	9.4	A	0.03	9.7	A	0.03	9.6	A	0.03	9.7	A
		THRU	-	-	-	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.30	19.2	C	0.33	21.0	C	0.33	20.9	C	0.33	21.2	C
3. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized)	EASTBOUND	LEFT	0.11	6.8	A	0.13	7.7	A	0.13	7.5	A	0.13	8.0	A
		THRU/RIGHT	0.61	11.8	B	0.67	13.9	B	0.65	13.0	B	0.68	14.9	B
		COMPOSITE	-	11.5	B	-	13.5	B	-	12.6	B	-	14.4	B
	WESTBOUND	LEFT	0.07	8.0	A	0.11	9.6	A	0.09	9.0	A	0.14	10.3	B
		THRU/RIGHT	0.52	10.7	B	0.56	12.0	B	0.56	11.6	B	0.56	12.4	B
		COMPOSITE	-	10.6	B	-	11.8	B	-	11.5	B	-	12.2	B
	NORTHBOUND	LEFT/THRU	0.75	61.6	E	0.76	60.6	E	0.75	61.2	E	0.77	59.9	E
		RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
		COMPOSITE(4)	-	61.6	E	-	60.6	E	-	61.2	E	-	59.9	E
	SOUTHBOUND	LEFT/THRU	0.47	57.9	E	0.51	58.1	E	0.47	57.9	E	0.52	58.2	E
		RIGHT	0.31	56.9	E	0.35	57.0	E	0.35	57.1	E	0.35	57.0	E
		COMPOSITE	-	57.5	E	-	57.7	E	-	57.6	E	-	57.7	E
	INTERSECTION	COMPOSITE(4)	-	14.6	B	-	16.4	B	-	15.6	B	-	17.2	B
3a. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized with Potential Improvement)	EASTBOUND	LEFT							0.11	4.3	A	0.11	4.9	A
		THRU/RIGHT							0.59	8.1	A	0.62	9.7	A
		COMPOSITE							-	7.8	A	-	9.3	A
	WESTBOUND	LEFT							0.07	5.2	A	0.11	6.4	A
		THRU/RIGHT							0.51	7.3	A	0.51	8.1	A
		COMPOSITE							-	7.2	A	-	8.0	A
	NORTHBOUND	LEFT/THRU		N/A			N/A		0.48	56.2	E	0.53	55.6	E
		RIGHT							-	-	-	-	-	-
		COMPOSITE							-	56.2	E	-	55.6	E
	SOUTHBOUND	LEFT/THRU							0.23	53.3	D	0.22	51.6	D
		RIGHT							0.21	53.2	D	0.17	51.3	D
		COMPOSITE							-	53.3	D	-	51.5	D
	INTERSECTION	COMPOSITE							-	11.0	B	-	12.5	B

TABLE 3

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
4. Mohegan Avenue & Site Driveway / CVS Driveway (Unsignalized)	EASTBOUND	LEFT/THRU/RIGHT	0.02	7.6	A	0.02	7.6	A	0.02	7.6	A	0.02	7.6	A
	WESTBOUND	LEFT/THRU/RIGHT	0.01	7.4	A	0.01	7.5	A	0.01	7.4	A	0.01	7.5	A
	NORTHBOUND	LEFT/THRU/RIGHT	0.06	10.0	B	0.09	10.4	B	0.07	10.1	B	0.14	10.8	B
	SOUTHBOUND	LEFT/THRU/RIGHT	0.03	9.5	A	0.03	9.6	A	0.03	9.6	A	0.03	9.7	A

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

(4) Operations do not include the unsignalized right turn movement operations from Mohegan Avenue onto US 6

TABLE 4

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 (East Main Street) & Lexington Avenue (Signalized)	EASTBOUND	LEFT	0.25	15.2	B	0.40	20.9	C	0.39	20.5	C	0.40	20.8	C
		THRU/RIGHT	0.76	25.1	C	0.92	39.1	D	0.91	38.1	D	0.91	38.7	D
		COMPOSITE	-	24.1	C	-	37.3	D	-	36.3	D	-	36.9	D
	WESTBOUND	LEFT	0.32	17.5	B	0.54	26.5	C	0.52	25.9	C	0.53	26.3	C
		THRU/RIGHT	0.69	21.9	C	0.82	29.9	C	0.82	29.5	C	0.82	29.8	C
		COMPOSITE	-	21.4	C	-	29.5	C	-	29.1	C	-	29.4	C
	NORTHBOUND	LEFT	0.61	42.3	D	0.65	41.3	D	0.65	41.3	D	0.65	41.3	D
		THRU/RIGHT	0.65	48.7	D	0.63	47.8	D	0.62	47.7	D	0.63	47.8	D
		COMPOSITE	-	45.7	D	-	44.6	D	-	44.5	D	-	44.6	D
	SOUTHBOUND	LEFT	0.28	45.9	D	0.28	44.8	D	0.28	44.8	D	0.28	44.7	D
		THRU/RIGHT	0.64	56.9	E	0.85	56.4	E	0.85	56.4	E	0.85	56.4	E
		COMPOSITE	-	53.7	D	-	53.1	D	-	53.1	D	-	53.1	D
	INTERSECTION	COMPOSITE	-	28.9	C	-	36.7	D	-	36.2	D	-	36.6	D
2. US 6 (East Main Street) & Old Farm Lane (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.13	11.5	B	0.15	12.4	B	0.15	12.4	B	0.15	12.4	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.36	27.0	D	0.45	35.5	E	0.45	34.8	D	0.45	35.3	E
3. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized)	EASTBOUND	LEFT	0.08	16.3	B	0.18	25.3	C	0.17	24.7	C	0.18	24.9	C
		THRU/RIGHT	0.77	21.6	C	0.92	35.7	D	0.90	32.0	C	0.92	34.4	C
		COMPOSITE	-	21.5	C	-	35.5	D	-	31.8	C	-	34.1	C
	WESTBOUND	LEFT	0.15	15.5	B	0.35	25.5	C	0.25	23.1	C	0.32	24.7	C
		THRU/RIGHT	0.80	22.5	C	0.93	36.9	D	0.93	35.3	D	0.93	35.9	D
		COMPOSITE	-	22.2	C	-	36.3	D	-	34.8	C	-	35.3	D
	NORTHBOUND	LEFT/THRU	0.84	64.9	E	0.86	69.1	E	0.85	67.5	E	0.85	68.4	E
		RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
		COMPOSITE(4)	-	64.9	E	-	69.1	E	-	67.5	E	-	68.4	E
	SOUTHBOUND	LEFT/THRU	0.49	57.0	E	0.53	56.6	E	0.53	56.7	E	0.53	56.7	E
		RIGHT	0.22	55.3	E	0.26	54.8	D	0.26	54.9	D	0.26	54.9	D
		COMPOSITE	-	56.5	E	-	56.1	E	-	56.2	E	-	56.2	E
	INTERSECTION	COMPOSITE(4)	-	26.2	C	-	39.1	D	-	36.6	D	-	38.0	D
3a. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized with Potential Improvement)	EASTBOUND	LEFT							0.12	18.0	B	0.12	18.3	B
		THRU/RIGHT							0.83	21.7	C	0.84	23.1	C
		COMPOSITE							-	21.6	C	-	23.0	C
	WESTBOUND	LEFT							0.19	16.9	B	0.24	18.3	B
		THRU/RIGHT							0.85	23.2	C	0.85	23.7	C
		COMPOSITE							-	22.9	C	-	23.4	C
	NORTHBOUND	LEFT/THRU		N/A			N/A		0.70	56.0	E	0.70	56.2	E
		RIGHT							-	-	-	-	-	-
		COMPOSITE							-	56.0	E	-	56.2	E
	SOUTHBOUND	LEFT/THRU							0.16	43.0	D	0.16	42.6	D
		RIGHT							0.08	42.3	D	0.08	41.9	D
		COMPOSITE							-	42.8	D	-	42.4	D
	INTERSECTION	COMPOSITE							-	25.5	C	-	26.3	C

TABLE 4

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
4. Mohegan Avenue & Site Driveway / CVS Driveway (Unsignalized)	EASTBOUND	LEFT/THRU/RIGHT	0.04	7.5	A	0.04	7.5	A	0.04	7.5	A	0.04	7.5	A
	WESTBOUND	LEFT/THRU/RIGHT	0.01	7.4	A	0.01	7.5	A	0.01	7.5	A	0.01	7.5	A
	NORTHBOUND	LEFT/THRU/RIGHT	0.10	11.1	B	0.17	12.1	B	0.13	11.5	B	0.16	11.9	B
	SOUTHBOUND	LEFT/THRU/RIGHT	0.11	9.6	A	0.11	9.8	A	0.11	9.7	A	0.11	9.8	A

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

(4) Operations do not include the unsignalized right turn movement operations from Mohegan Avenue onto US 6

TABLE 5

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 (East Main Street) & Lexington Avenue (Signalized)	EASTBOUND	LEFT	0.37	20.9	C	0.75	31.4	C	0.75	31.4	C	0.75	31.4	C
		THRU/RIGHT	0.97	47.7	D	1.17	117.0	F	1.16	112.9	F	1.17	117.0	F
		COMPOSITE	-	45.4	D	-	109.6	F	-	105.8	F	-	109.6	F
	WESTBOUND	LEFT	0.53	29.4	C	0.65	30.7	C	0.65	30.7	C	0.65	30.7	C
		THRU/RIGHT	0.82	30.0	C	1.01	60.4	F	1.00	57.8	E	1.01	60.9	F
		COMPOSITE	-	30.0	C	-	58.1	E	-	55.7	E	-	58.6	E
	NORTHBOUND	LEFT	0.70	43.6	D	0.74	44.4	D	0.74	44.4	D	0.74	44.4	D
		THRU/RIGHT	0.51	44.0	D	0.50	42.2	D	0.49	42.0	D	0.50	42.2	D
		COMPOSITE	-	43.8	D	-	43.5	D	-	43.4	D	-	43.5	D
	SOUTHBOUND	LEFT	0.17	47.6	D	0.17	46.3	D	0.17	46.3	D	0.17	46.3	D
		THRU/RIGHT	0.82	57.3	E	0.84	56.7	E	0.84	56.7	E	0.84	56.7	E
		COMPOSITE	-	55.1	E	-	54.4	D	-	54.5	D	-	54.4	D
	INTERSECTION	COMPOSITE	-	40.1	D	-	77.4	E	-	74.9	E	-	77.5	E
2. US 6 (East Main Street) & Old Farm Lane (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.06	10.2	B	0.07	10.9	B	0.07	10.8	B	0.07	10.9	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.26	22.2	C	0.33	27.9	D	0.32	27.5	D	0.33	28.0	D
3. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized)	EASTBOUND	LEFT	0.04	11.2	B	0.08	17.7	B	0.08	17.0	B	0.08	17.8	B
		THRU/RIGHT	0.74	16.9	B	0.90	29.2	C	0.87	25.0	C	0.90	29.6	C
		COMPOSITE	-	16.8	B	-	29.0	C	-	24.9	C	-	29.4	C
	WESTBOUND	LEFT	0.09	12.4	B	0.27	22.8	C	0.17	19.5	B	0.28	23.0	C
		THRU/RIGHT	0.71	15.4	B	0.84	23.5	C	0.83	22.3	C	0.84	23.7	C
		COMPOSITE	-	15.4	B	-	23.5	C	-	22.2	C	-	23.6	C
	NORTHBOUND	LEFT/THRU	0.80	58.3	E	0.82	57.1	E	0.81	57.7	E	0.83	57.0	E
		RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
		COMPOSITE(4)	-	58.3	E	-	57.1	E	-	57.7	E	-	57.0	E
	SOUTHBOUND	LEFT/THRU	0.34	57.1	E	0.39	57.1	E	0.38	57.0	E	0.39	57.1	E
		RIGHT	0.28	56.9	E	0.35	57.0	E	0.35	57.0	E	0.35	57.0	E
		COMPOSITE	-	57.0	E	-	57.0	E	-	57.0	E	-	57.0	E
	INTERSECTION	COMPOSITE(4)	-	19.4	B	-	28.9	C	-	26.3	C	-	29.2	C
3a. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized with Potential Improvement)	EASTBOUND	LEFT							0.06	11.5	B	0.06	12.4	B
		THRU/RIGHT							0.79	16.5	B	0.83	19.5	B
		COMPOSITE							-	16.4	B	-	19.3	B
	WESTBOUND	LEFT							0.13	13.3	B	0.21	16.2	B
		THRU/RIGHT							0.77	14.9	B	0.78	16.1	B
		COMPOSITE							-	14.8	B	-	16.1	B
	NORTHBOUND	LEFT/THRU		N/A			N/A		0.62	53.9	D	0.65	53.2	D
		RIGHT							-	-	-	-	-	-
		COMPOSITE							-	53.9	D	-	53.2	D
	SOUTHBOUND	LEFT/THRU							0.12	47.4	D	0.11	46.1	D
		RIGHT							0.12	47.4	D	0.11	46.0	D
		COMPOSITE							-	47.4	D	-	46.1	D
	INTERSECTION	COMPOSITE							-	18.5	B	-	20.6	C

TABLE 5

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
4. Mohegan Avenue & Site Driveway / CVS Driveway (Unsignalized)	EASTBOUND	LEFT/THRU/RIGHT	0.04	7.5	A	0.04	7.6	A	0.04	7.6	A	0.04	7.6	A
	WESTBOUND	LEFT/THRU/RIGHT	-	-	-	0.00	7.5	A	0.00	7.4	A	0.00	7.5	A
	NORTHBOUND	LEFT/THRU/RIGHT	0.01	10.1	B	0.11	11.2	B	0.04	10.7	B	0.12	11.4	B
	SOUTHBOUND	LEFT/THRU/RIGHT	0.11	9.4	A	0.11	9.6	A	0.11	9.5	A	0.11	9.6	A

Notes:

(1) V/C represents volume/capacity ratio

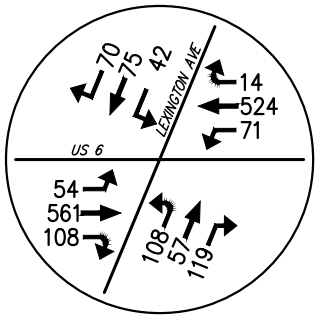
(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

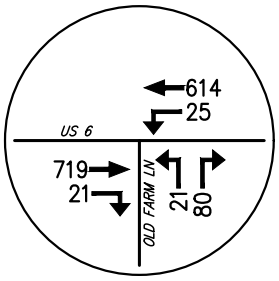
(4) Operations do not include the unsignalized right turn movement operations from Mohegan Avenue onto US 6

APPENDIX B

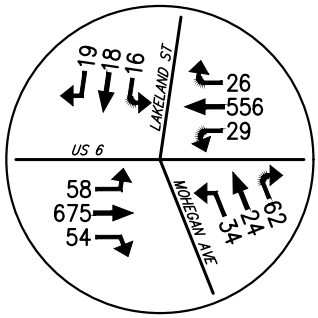
FIGURES



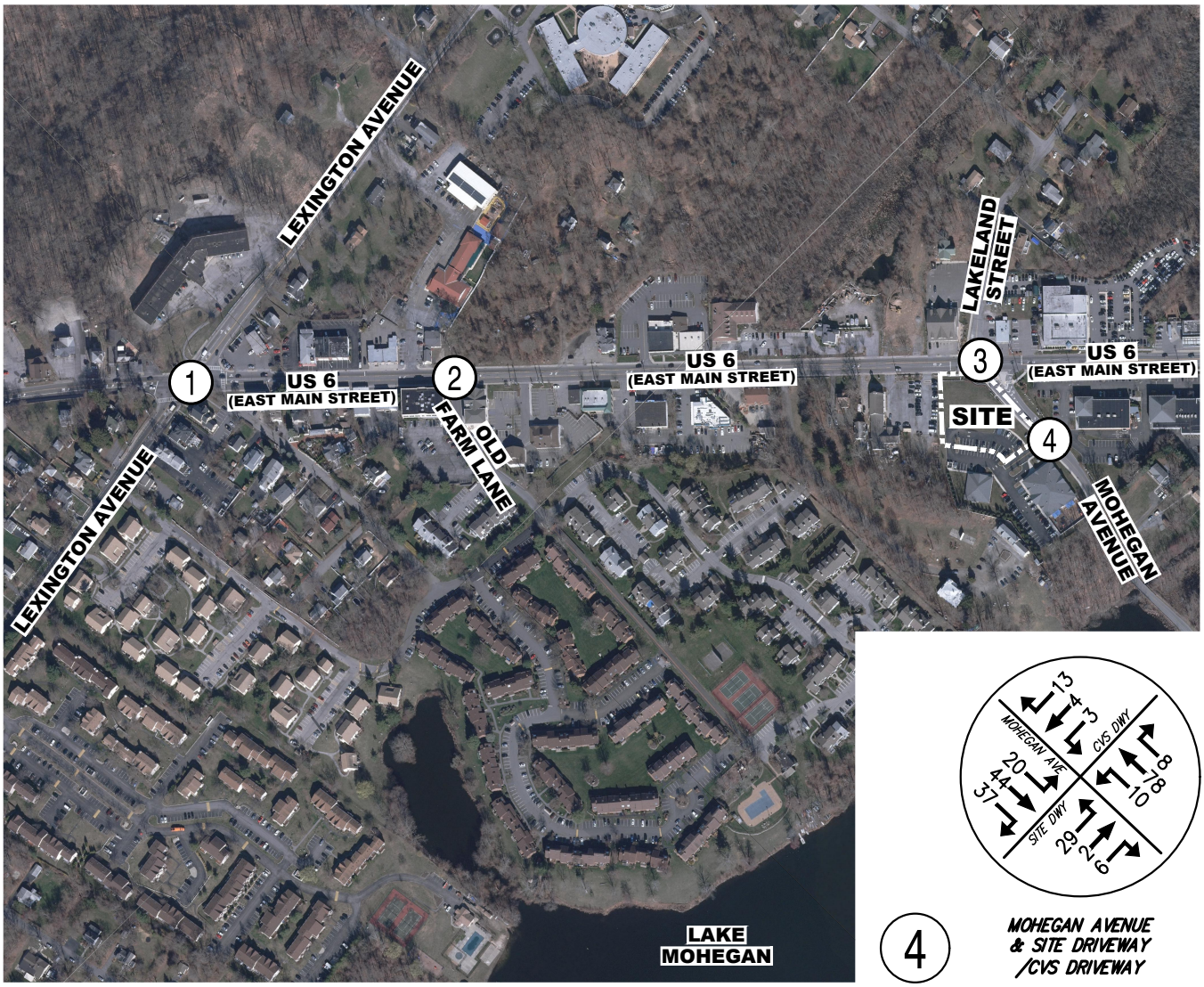
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2018 EXISTING VOLUMES

PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 01 — SCALE: 1" = 450'

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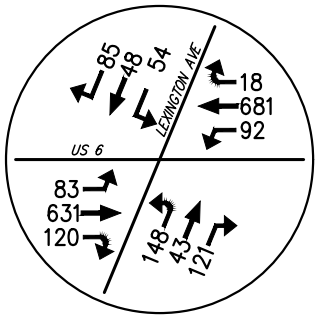
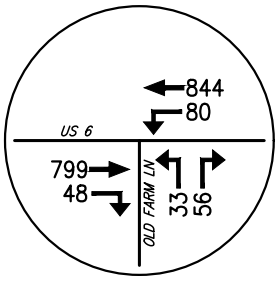
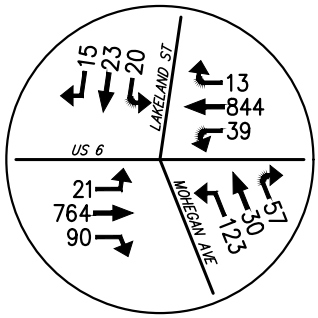


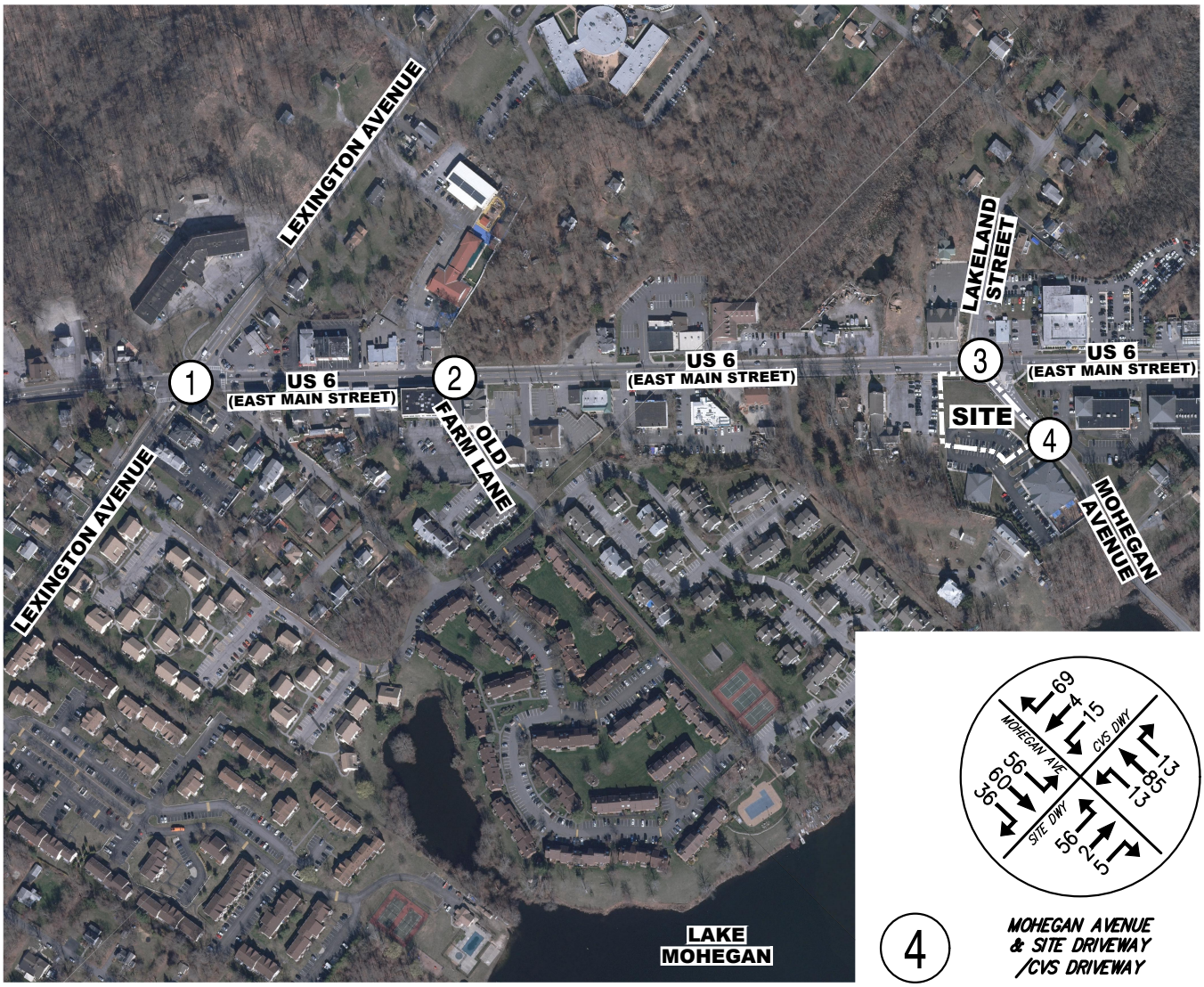
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2018 EXISTING VOLUMES

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 02 — SCALE: 1" = 450'

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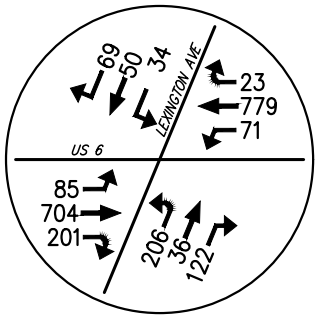
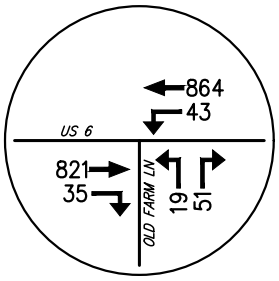
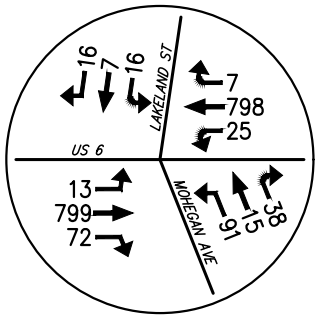


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2018 EXISTING VOLUMES

PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 03 — SCALE: 1" = 450'

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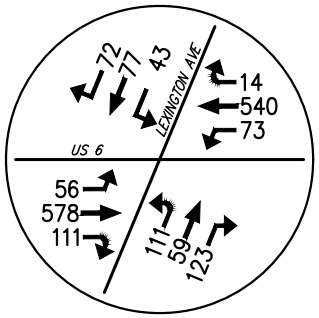
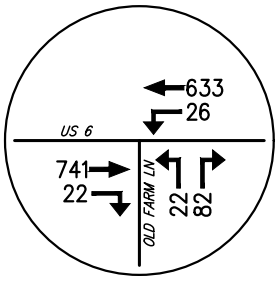
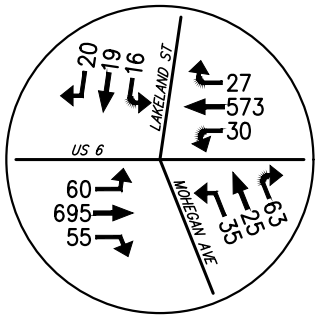


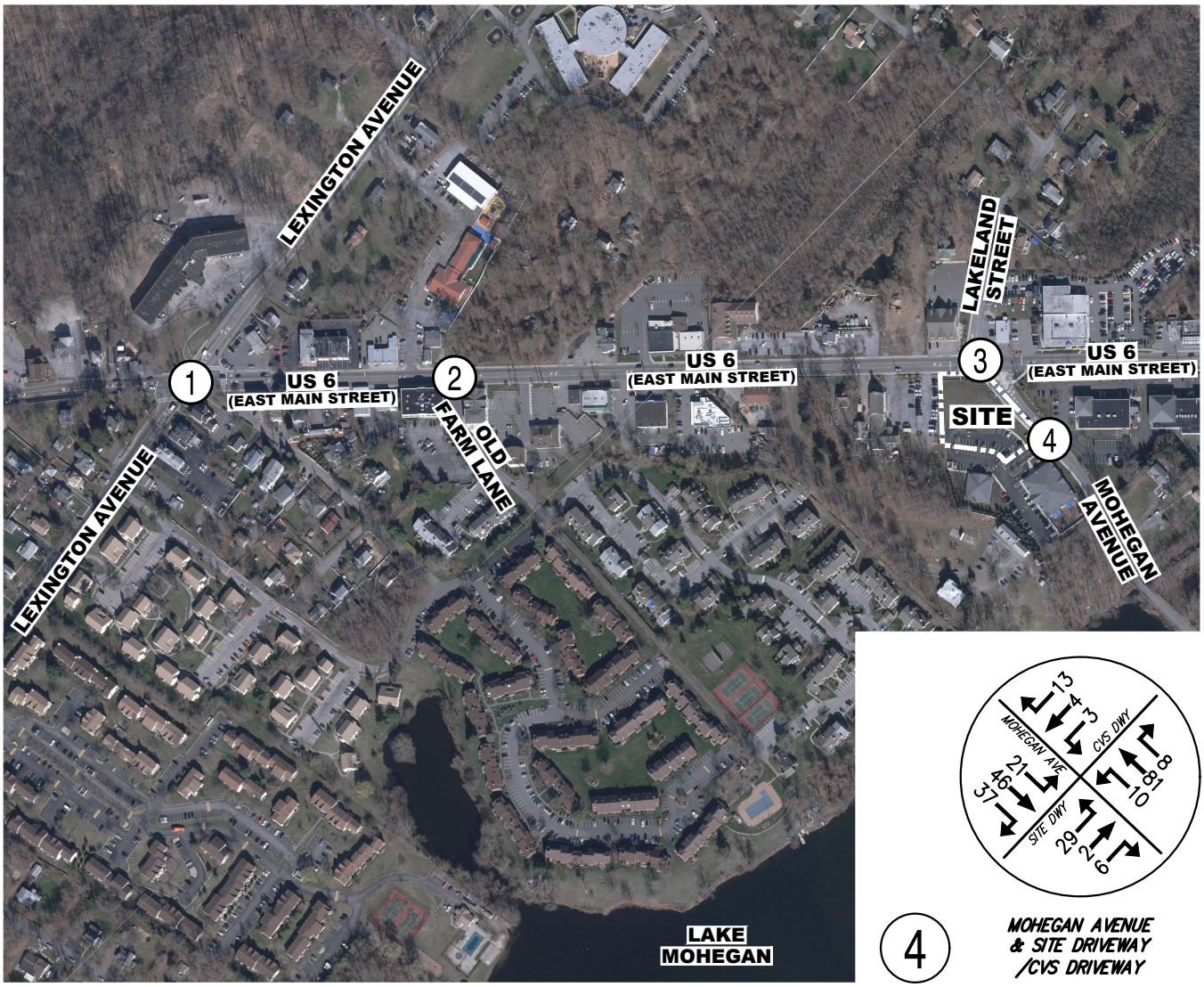
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 GENERAL GROWTH VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 04 — SCALE: 1" = 450'

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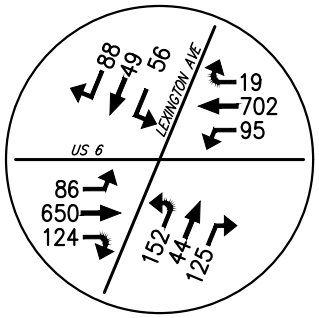
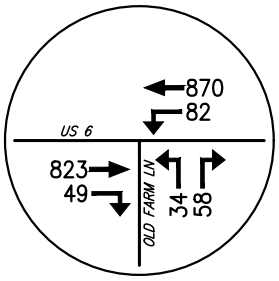
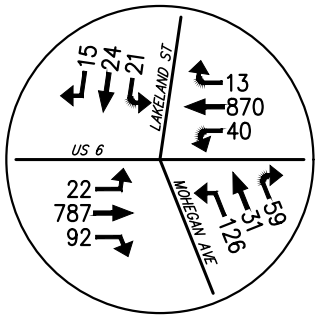


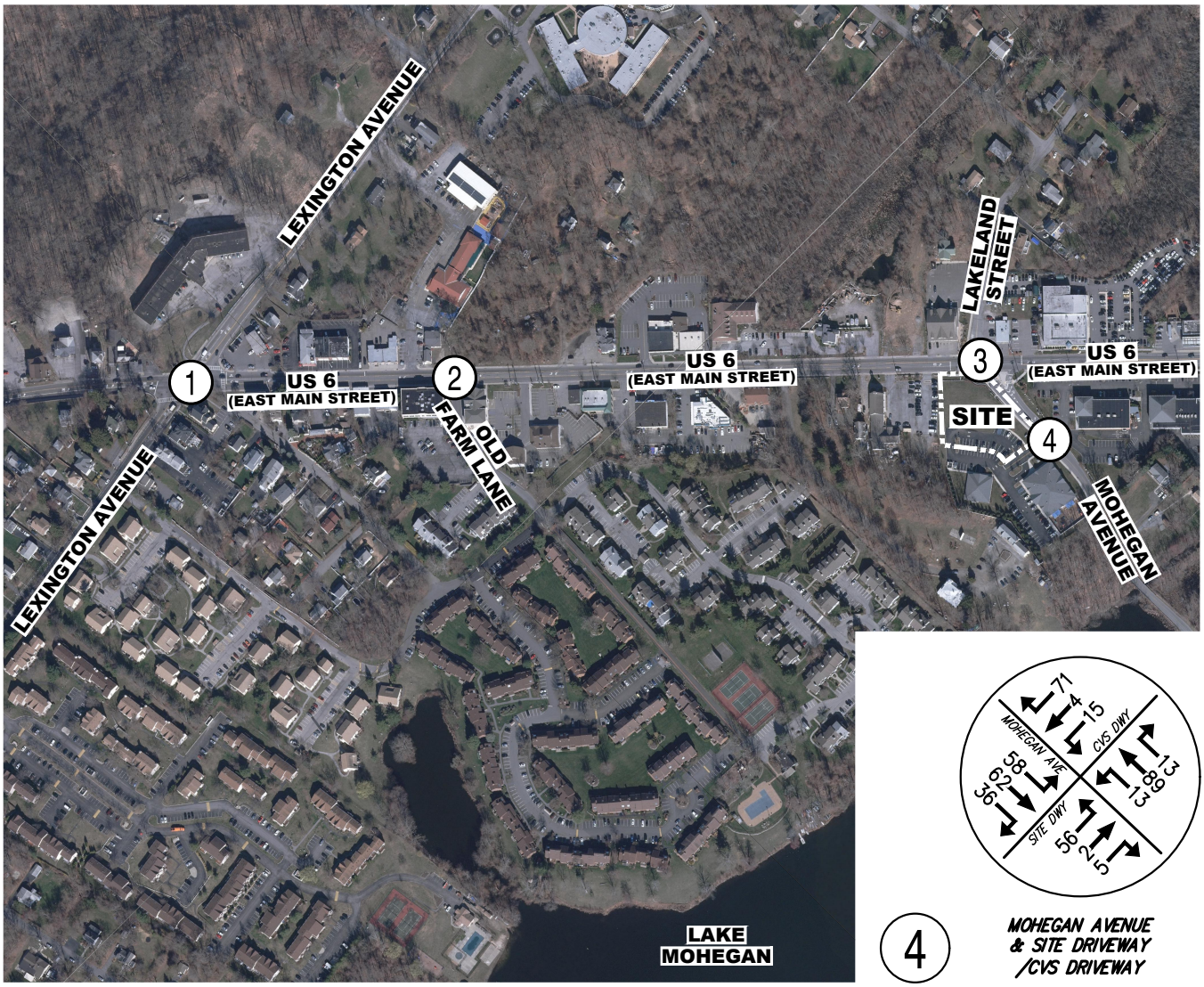
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 GENERAL GROWTH VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 05 — SCALE: 1" = 450'

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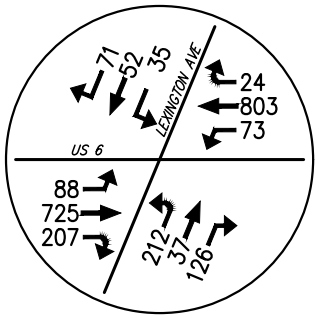
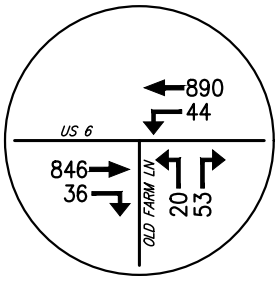
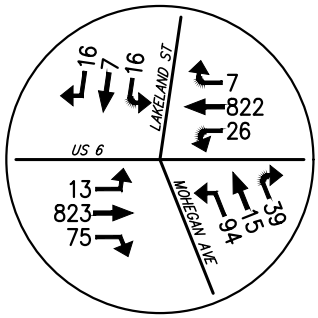


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 GENERAL GROWTH VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 06 — SCALE: 1" = 450'

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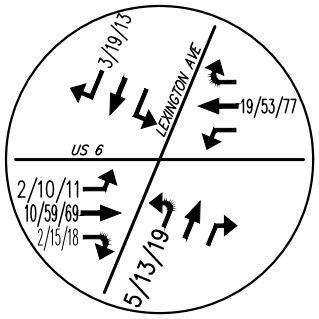
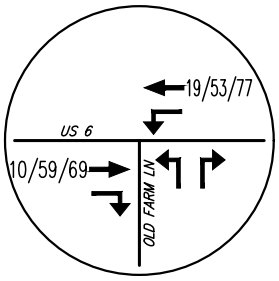
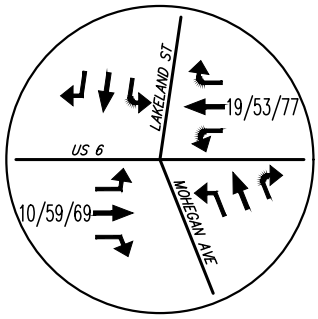


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES

CORTLANDT CROSSING

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 07 — SCALE: 1" = 450'

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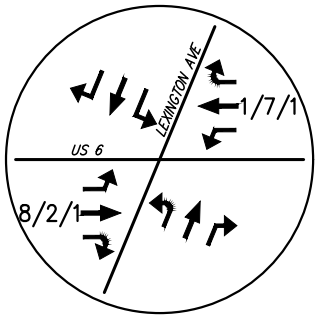
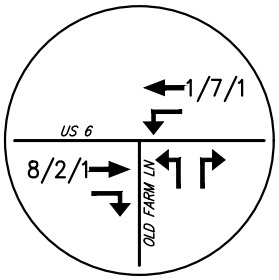
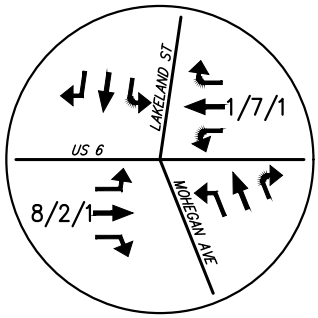


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES

SHRUB OAK INTERNATIONAL SCHOOL

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 08 — SCALE: 1" = 450'

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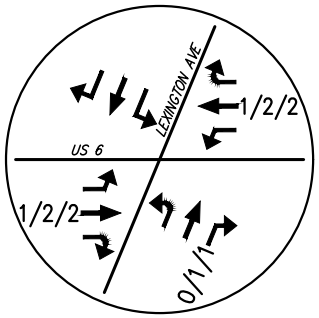
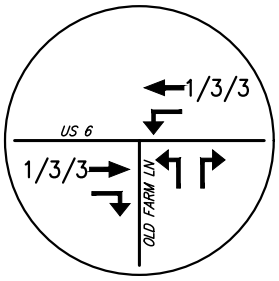
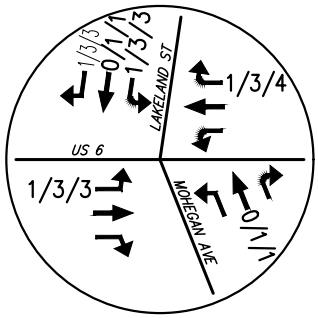


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES

VILLAGE TRADITION

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 09 — SCALE: 1" = 450'

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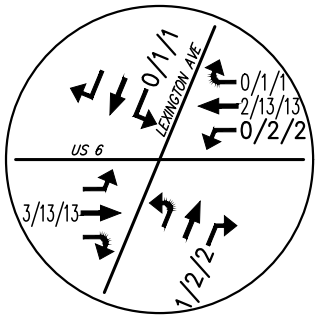
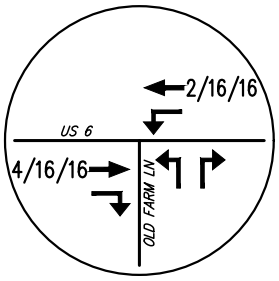
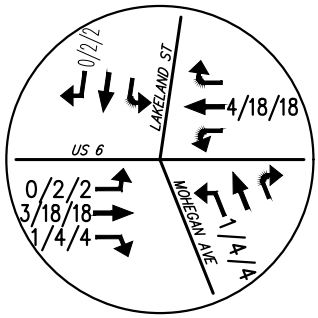


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES

ENVIROGREEN ASSOCIATES

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 10 — SCALE: 1" = 450'

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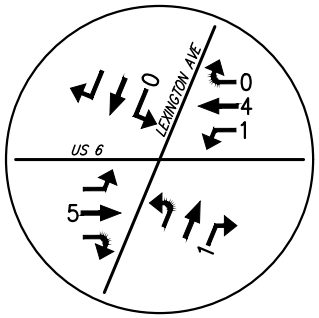
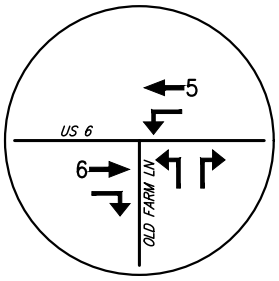
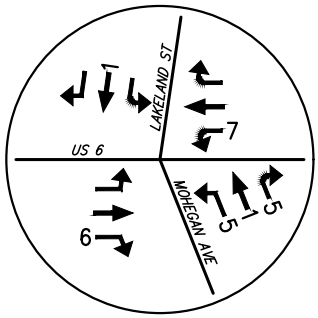


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 11 — SCALE: 1" = 450'

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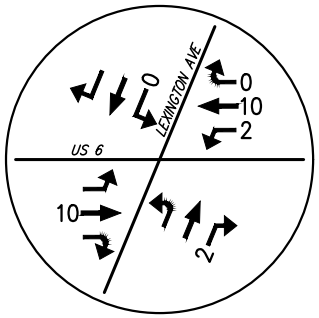
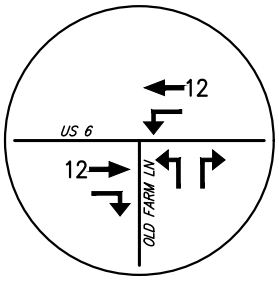
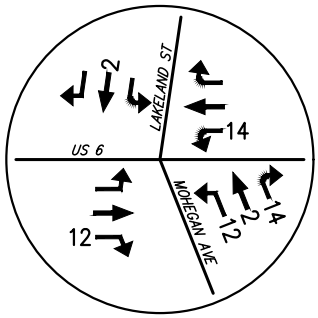


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 12 — SCALE: 1" = 450'

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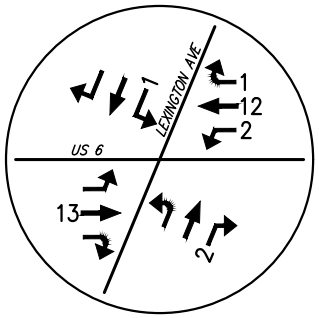
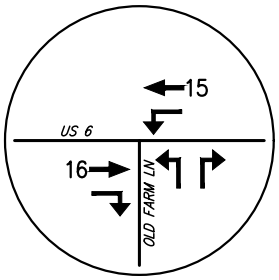
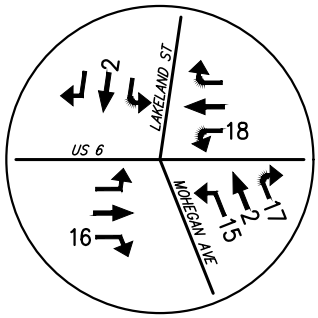


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PRIMARY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 13 — SCALE: 1" = 450'

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ARMONK
NY 10504

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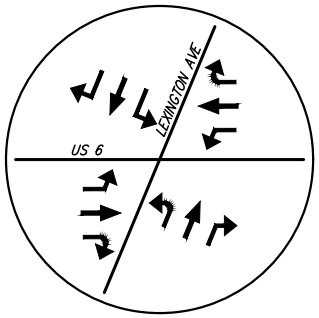
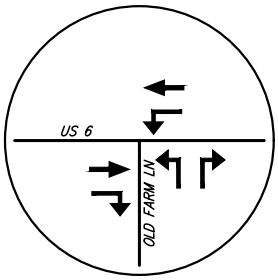
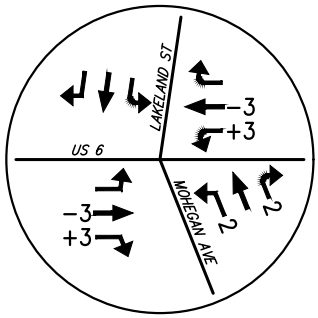


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PASS-BY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 14 — SCALE: 1" = 450'

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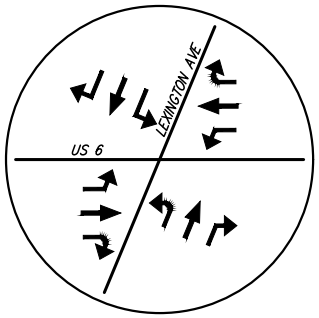
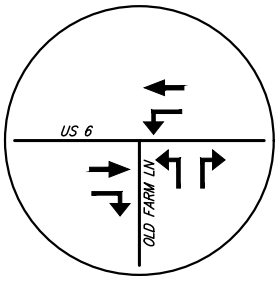
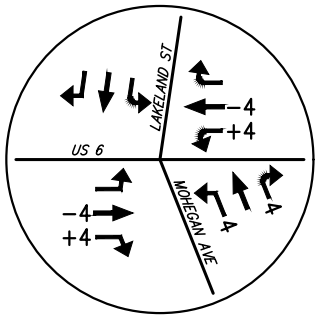


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PASS-BY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 15 — SCALE: 1" = 450'

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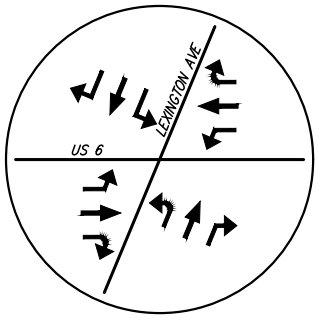
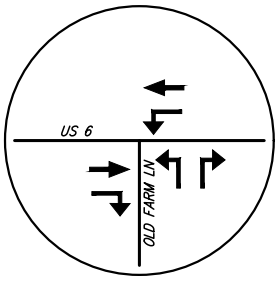
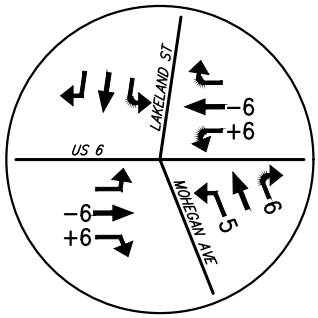


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PASS-BY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 16 — SCALE: 1" = 450'

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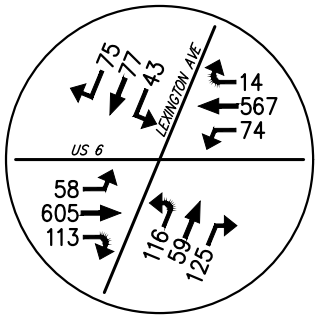
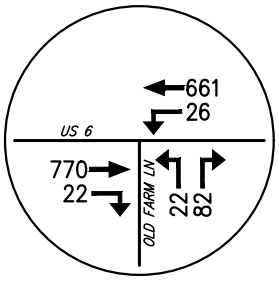
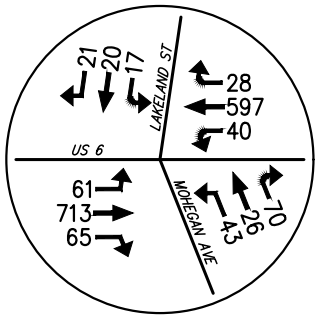


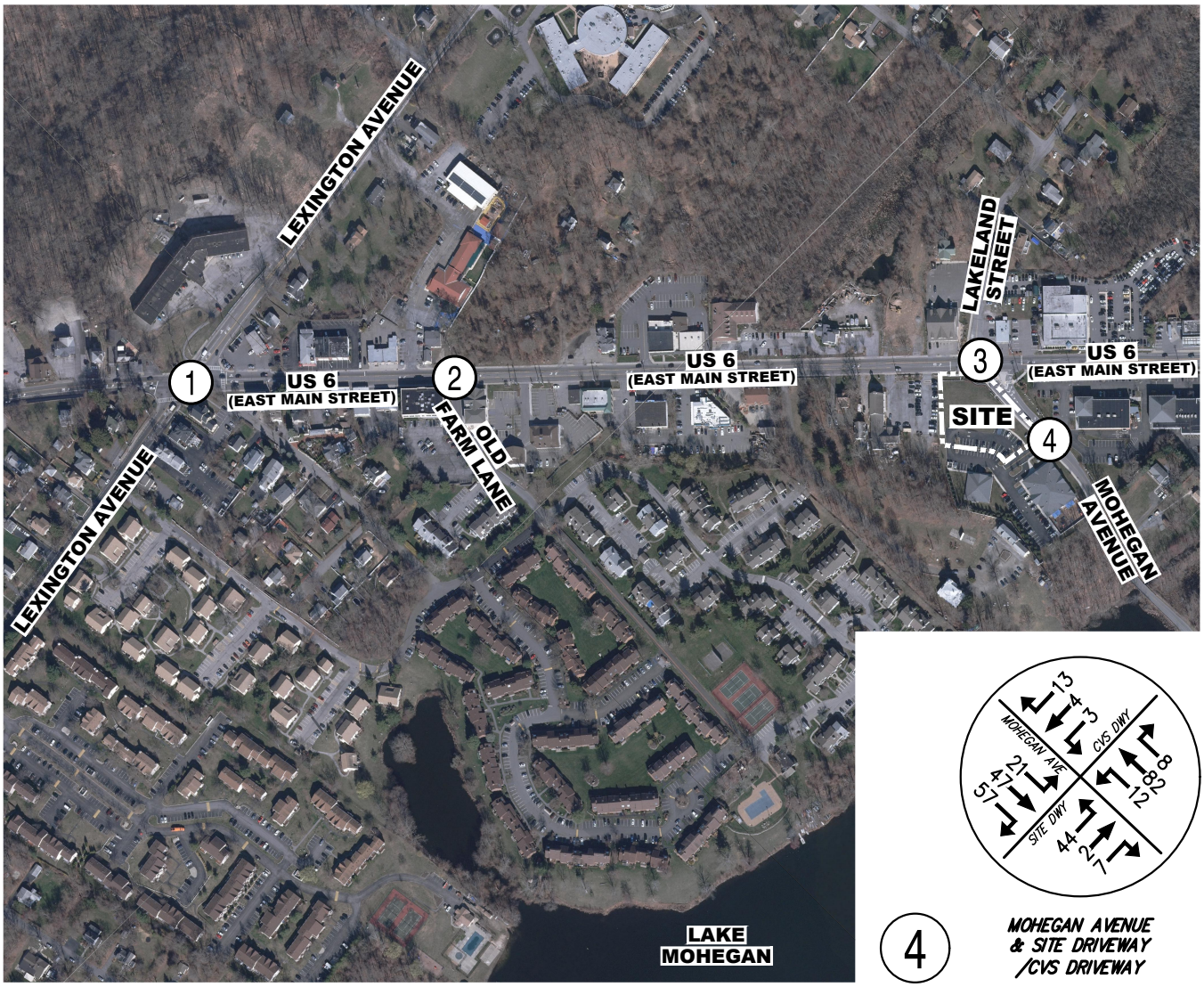
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 NO BUILD VOLUMES WITH PREVIOUSLY APPROVED BANK

PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 17 — SCALE: 1" = 450'

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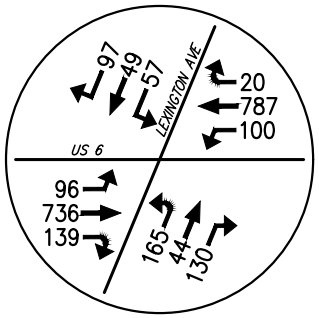
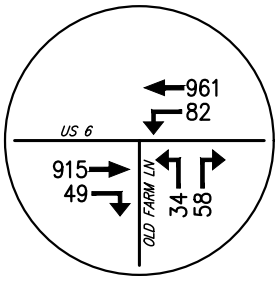
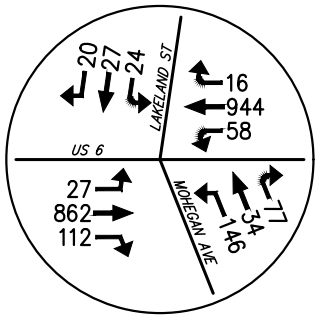


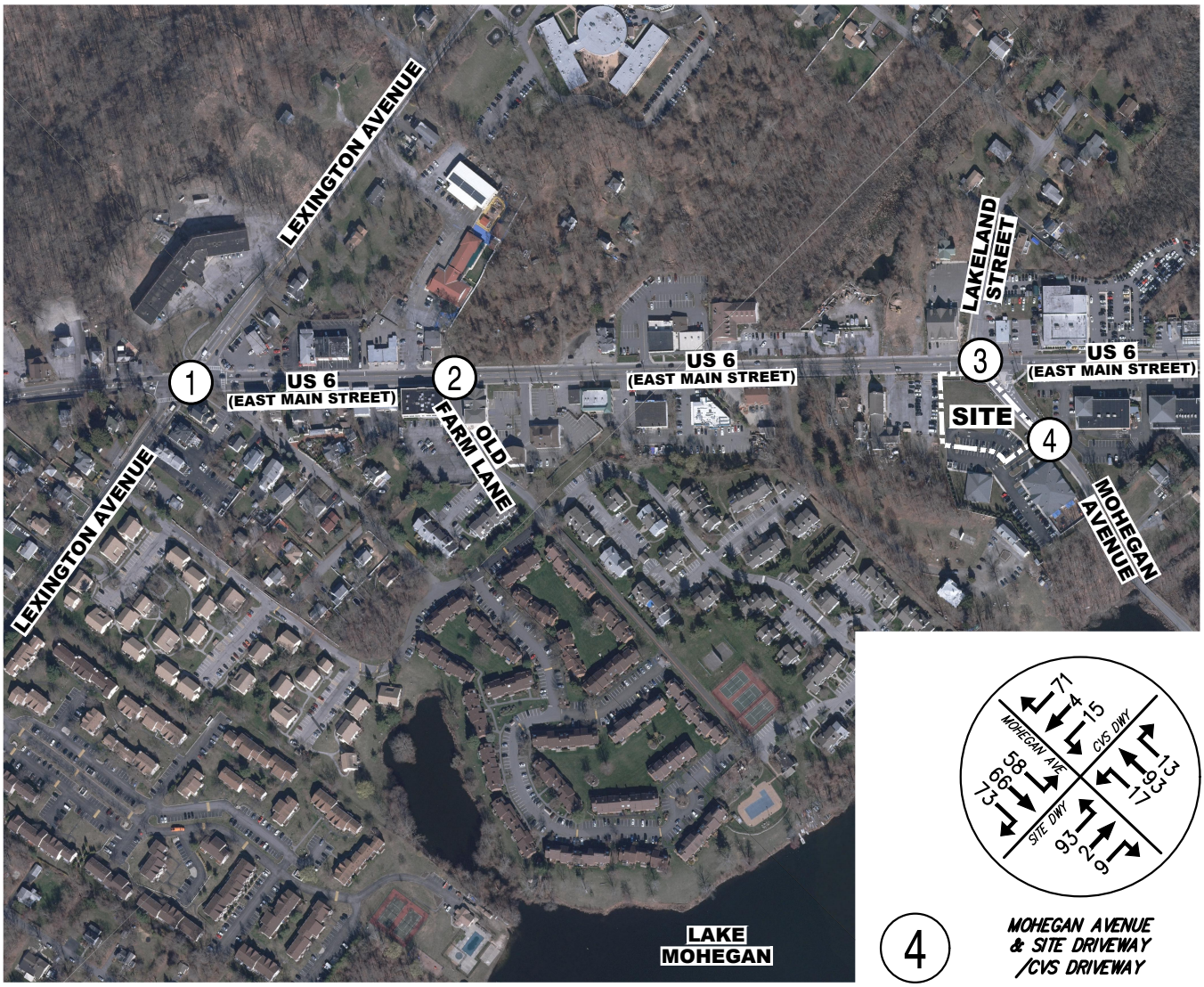
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 NO BUILD VOLUMES WITH PREVIOUSLY APPROVED BANK

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 18 — SCALE: 1" = 450'

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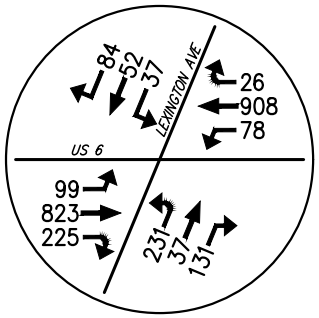
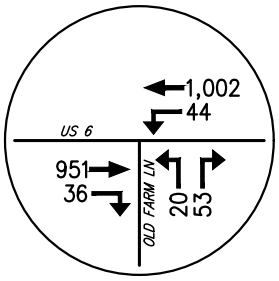
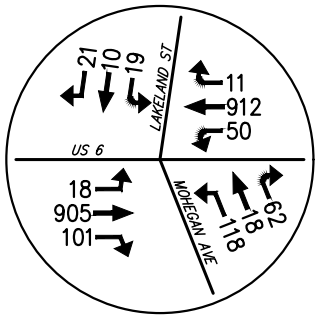


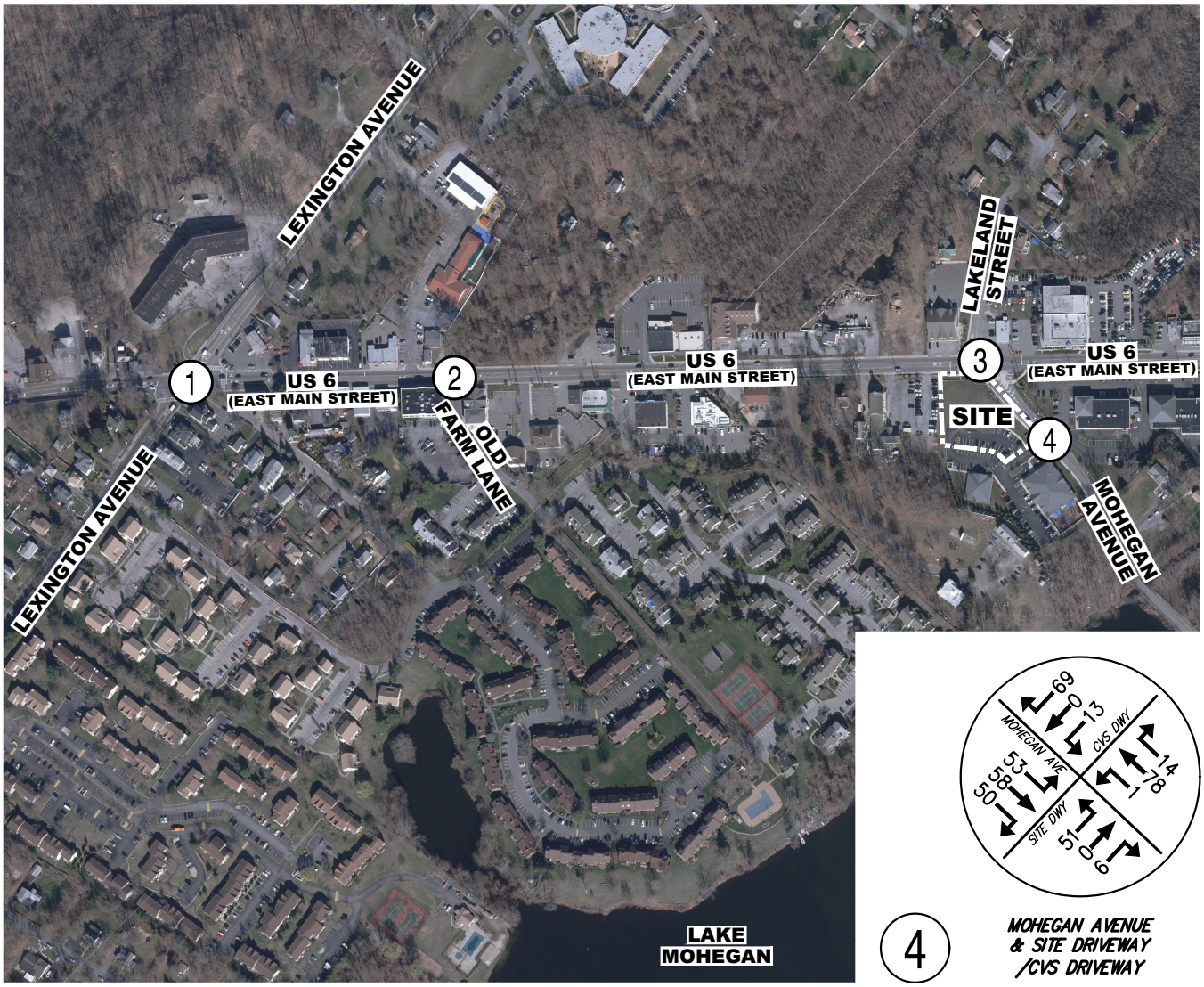
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 NO BUILD VOLUMES WITH PREVIOUSLY APPROVED BANK

PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 19 — SCALE: 1" = 450'

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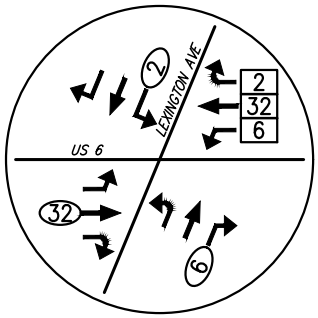
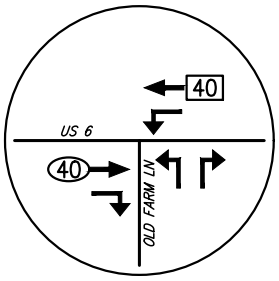
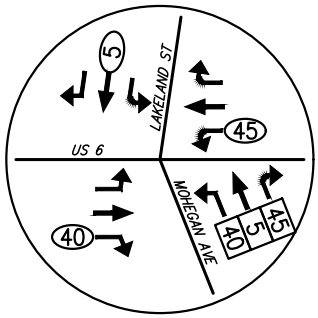


LEGEND
(%) ENTERING
[%] EXITING

1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

PRIMARY TRIP DISTRIBUTIONS

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 20 — SCALE: 1" = 450'

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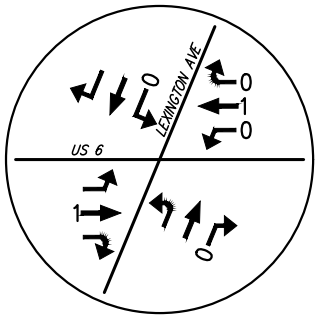
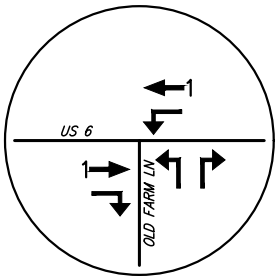
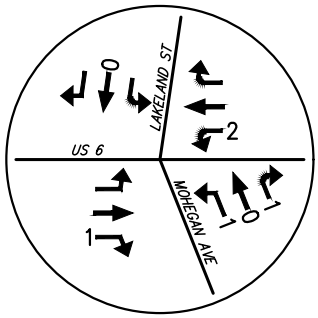
18070–Traffic–Fig.dwg; TRAFFIC–FIGS.tab



1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 21 SCALE: 1" = 450'

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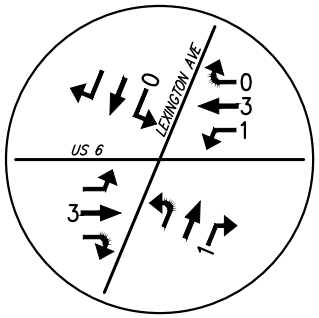
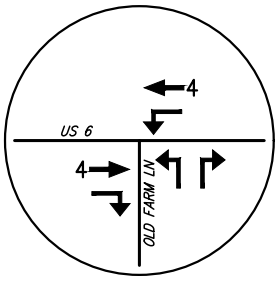
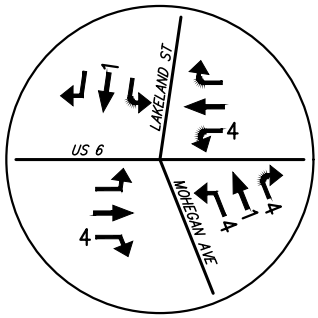


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RETAIL PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 22 — SCALE: 1" = 450'

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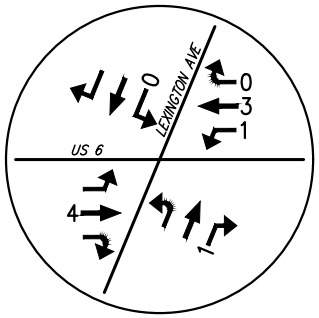
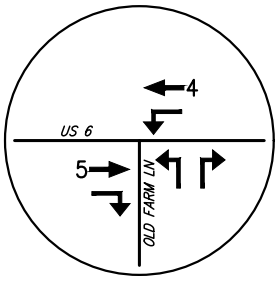
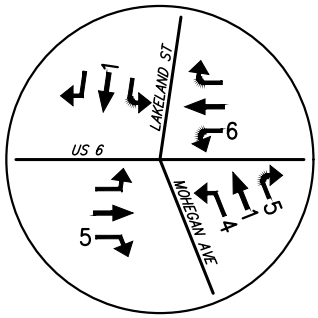


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RETAIL PRIMARY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 23 — SCALE: 1" = 450'

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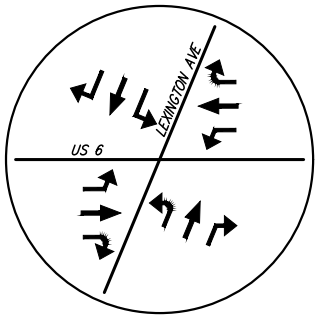
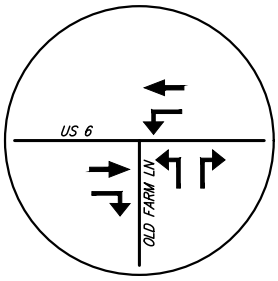
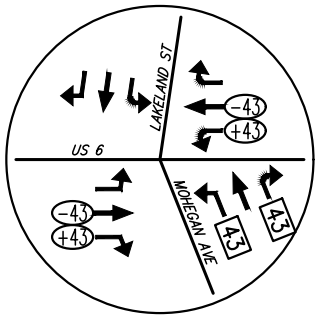


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE

LEGEND
% ENTERING
% EXITING



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PASS-BY TRIP DISTRIBUTIONS

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 24 SCALE: 1" = 450'

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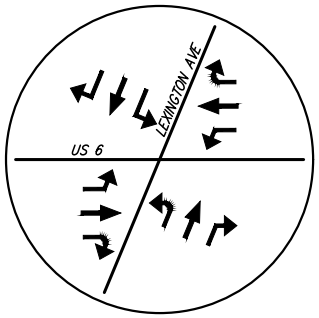
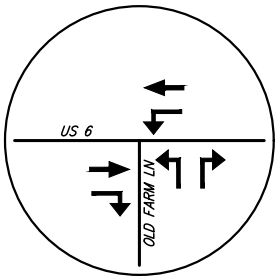
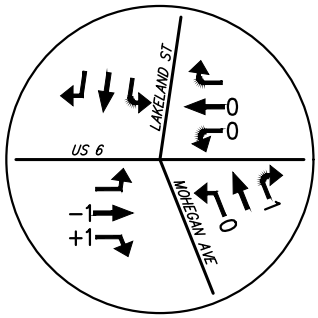


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RETAIL PASS-BY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 25 — SCALE: 1" = 450'

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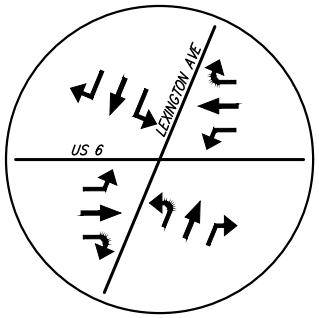
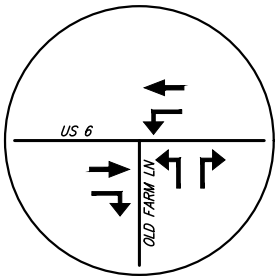
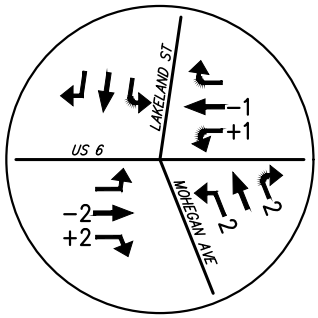


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RETAIL PASS-BY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 26 — SCALE: 1" = 450'

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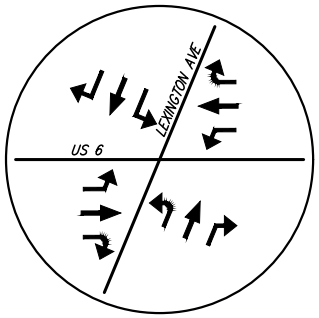
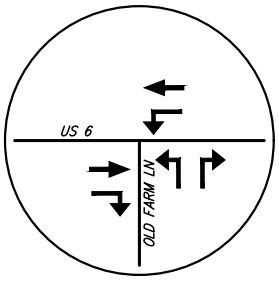
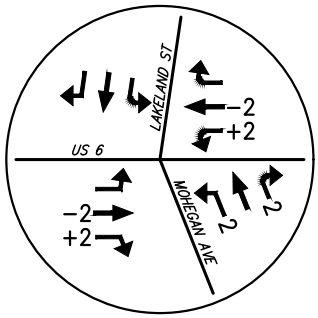


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RETAIL PASS-BY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 27 — SCALE: 1" = 450'

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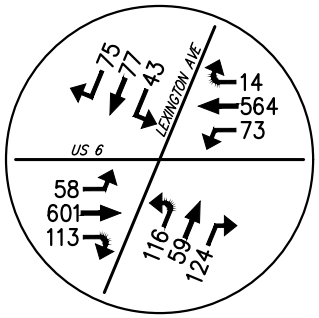
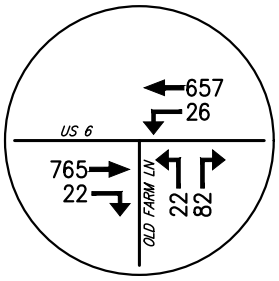
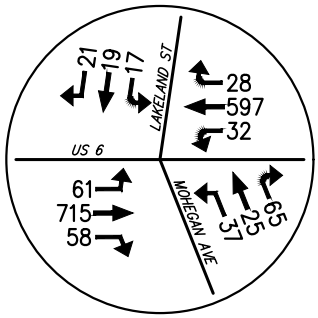


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RETAIL

PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 28 — SCALE: 1" = 450'

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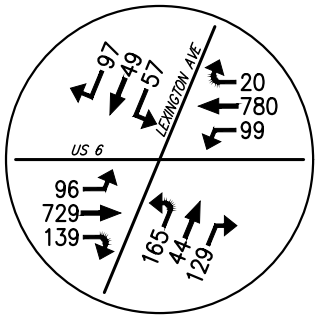
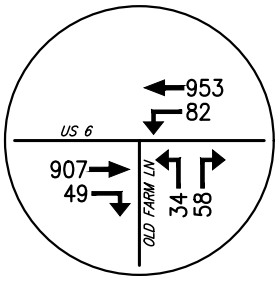
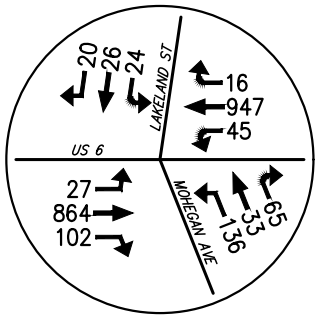


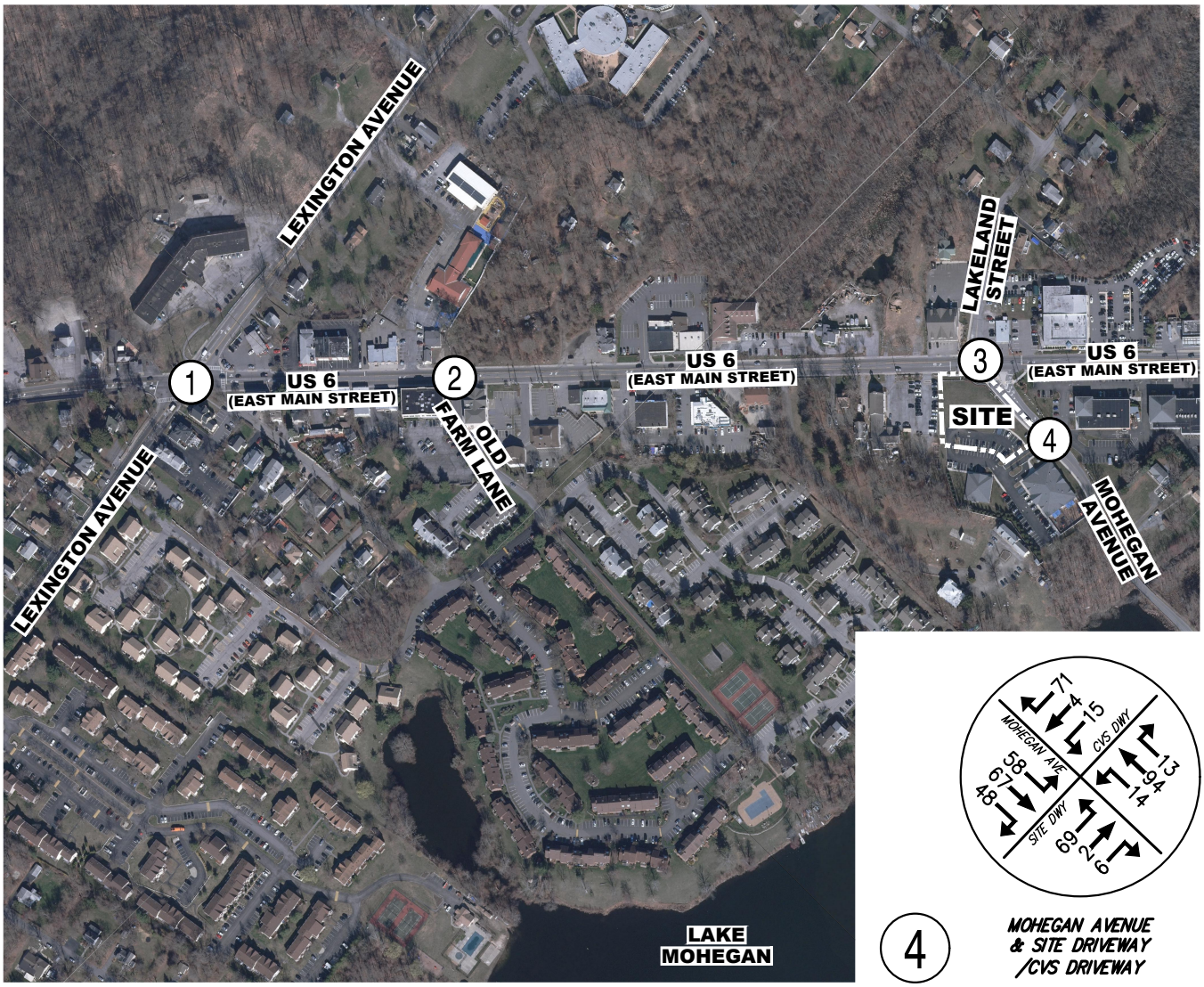
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RETAIL

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 29 — SCALE: 1" = 450'

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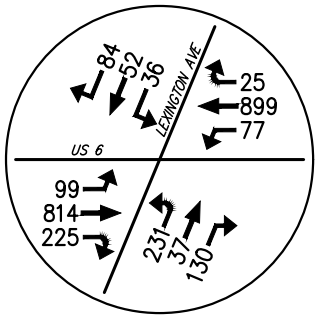
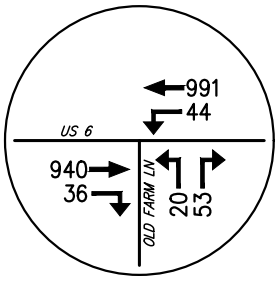
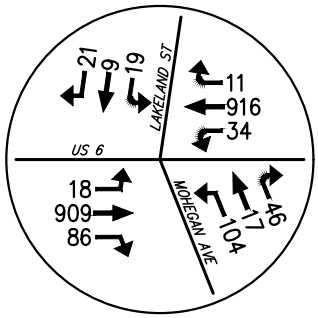


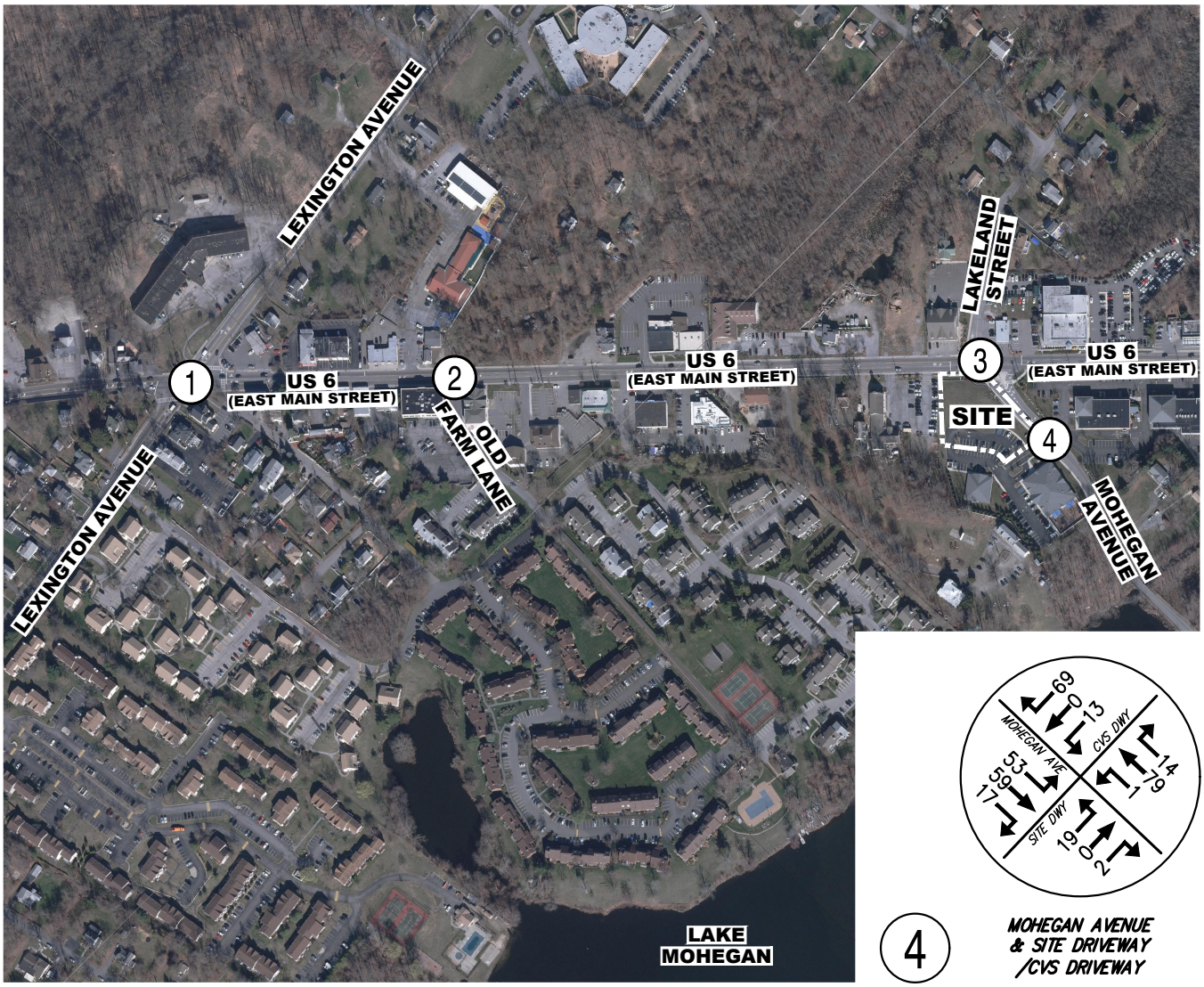
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RETAIL

PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 30 — SCALE: 1" = 450'

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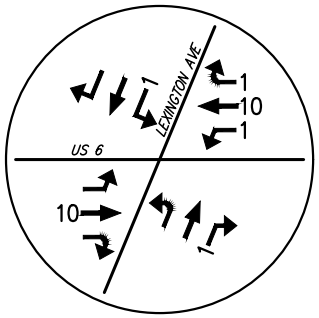
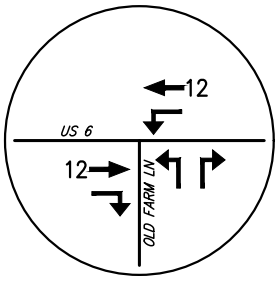
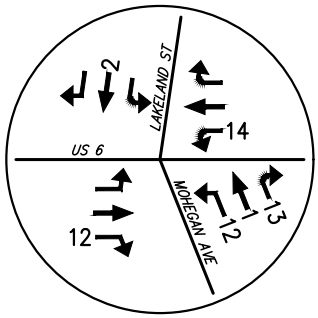


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 31 SCALE: 1" = 450'

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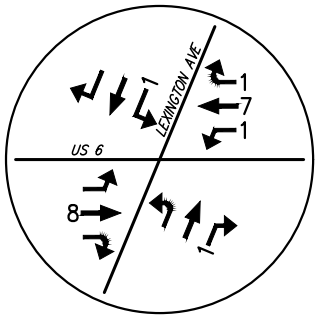
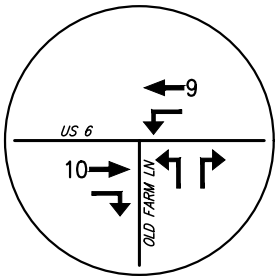
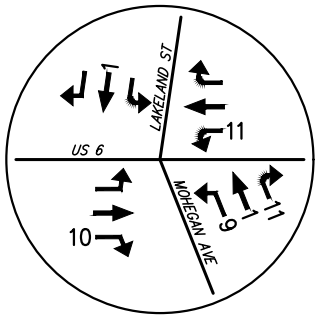


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 32 SCALE: 1" = 450'

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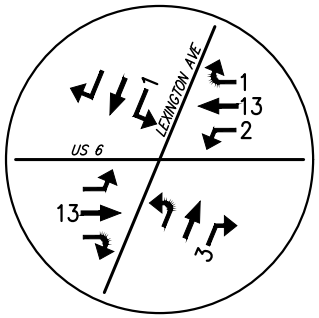
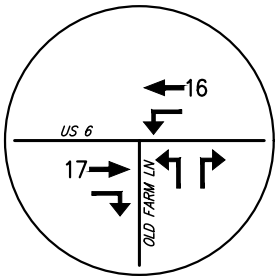
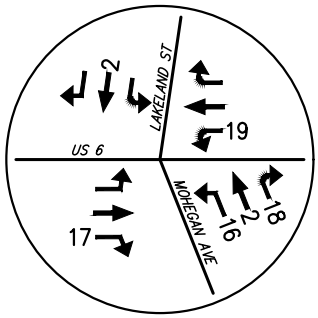


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RESTAURANT PRIMARY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 33 — SCALE: 1" = 450'

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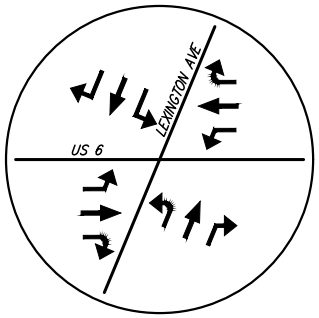
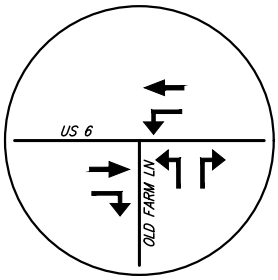
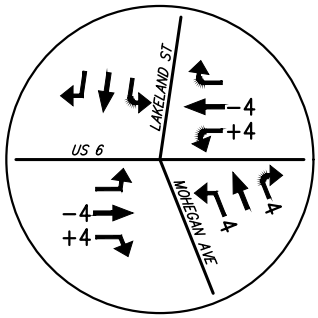


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RESTAURANT PASS-BY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 34 — SCALE: 1" = 450'

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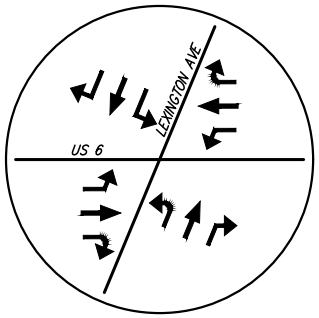
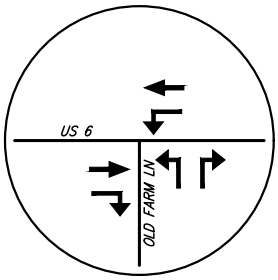
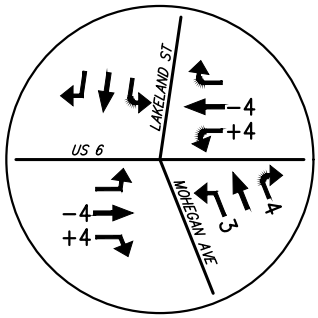


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RESTAURANT PASS-BY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 35 — SCALE: 1" = 450'

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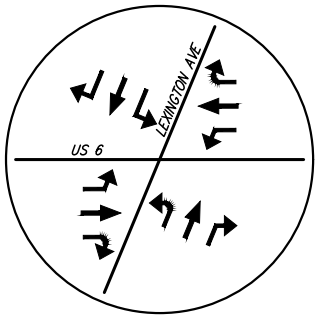
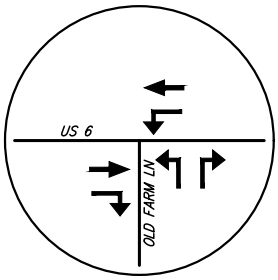
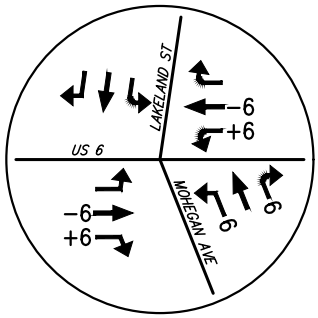


1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET

4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

RESTAURANT PASS-BY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 36 — SCALE: 1" = 450'

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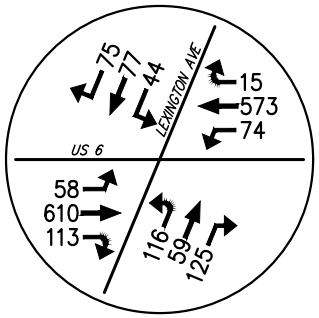
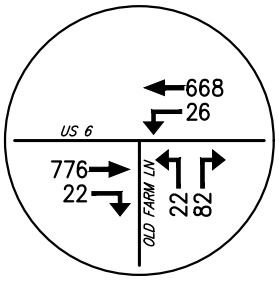
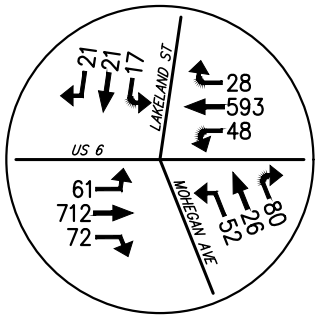


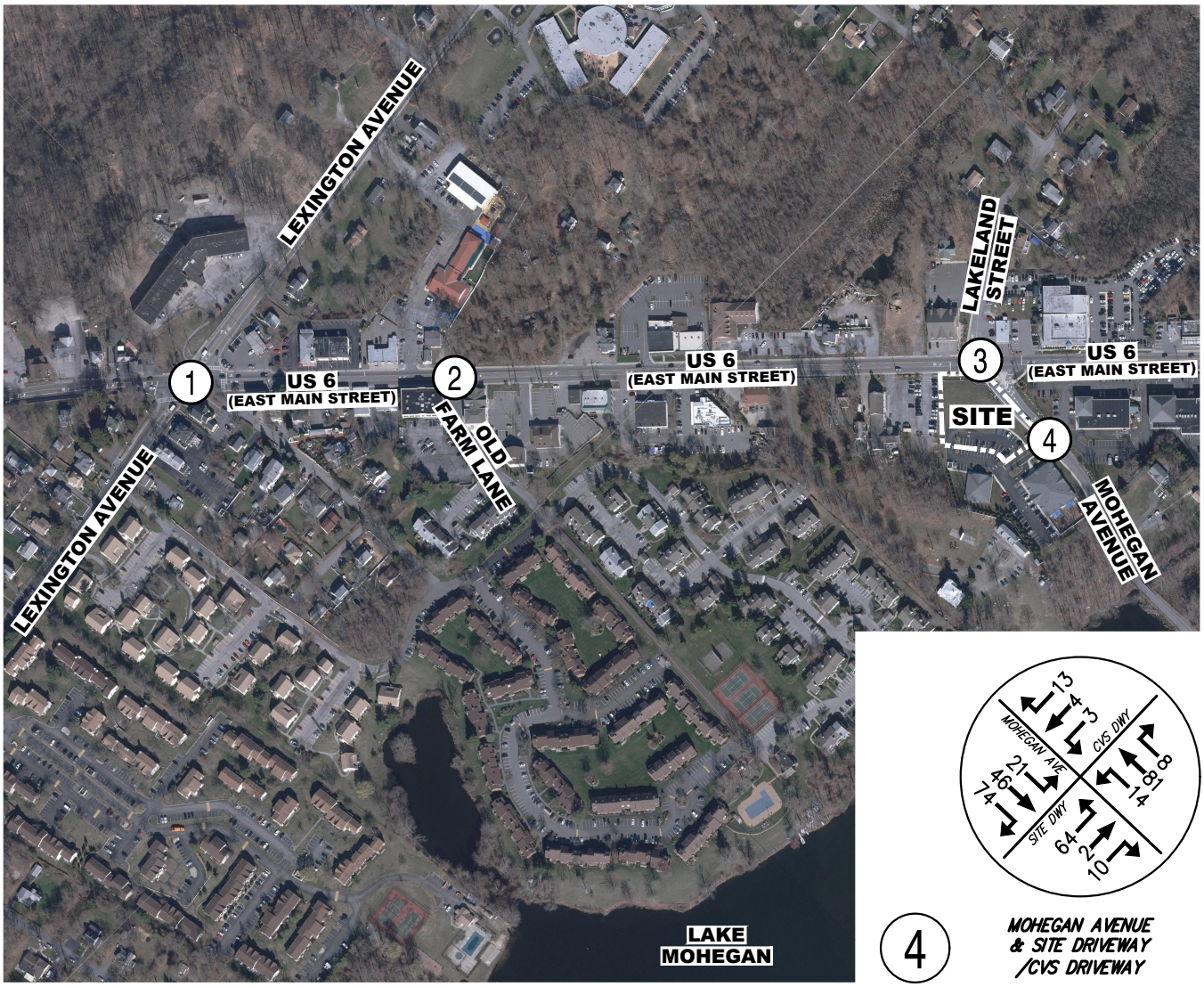
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RESTAURANT

PEAK WEEKDAY AM HOUR (8:00 - 9:00)

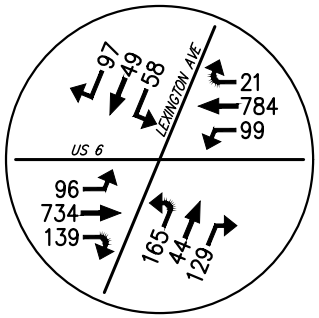
DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 37 — SCALE: 1" = 450'

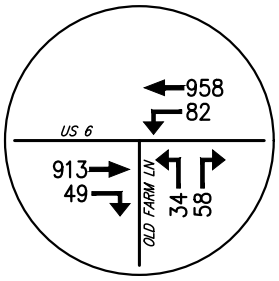
120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

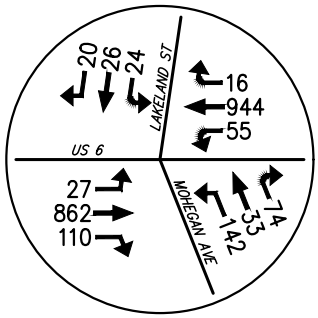
JMCPLLC.COM



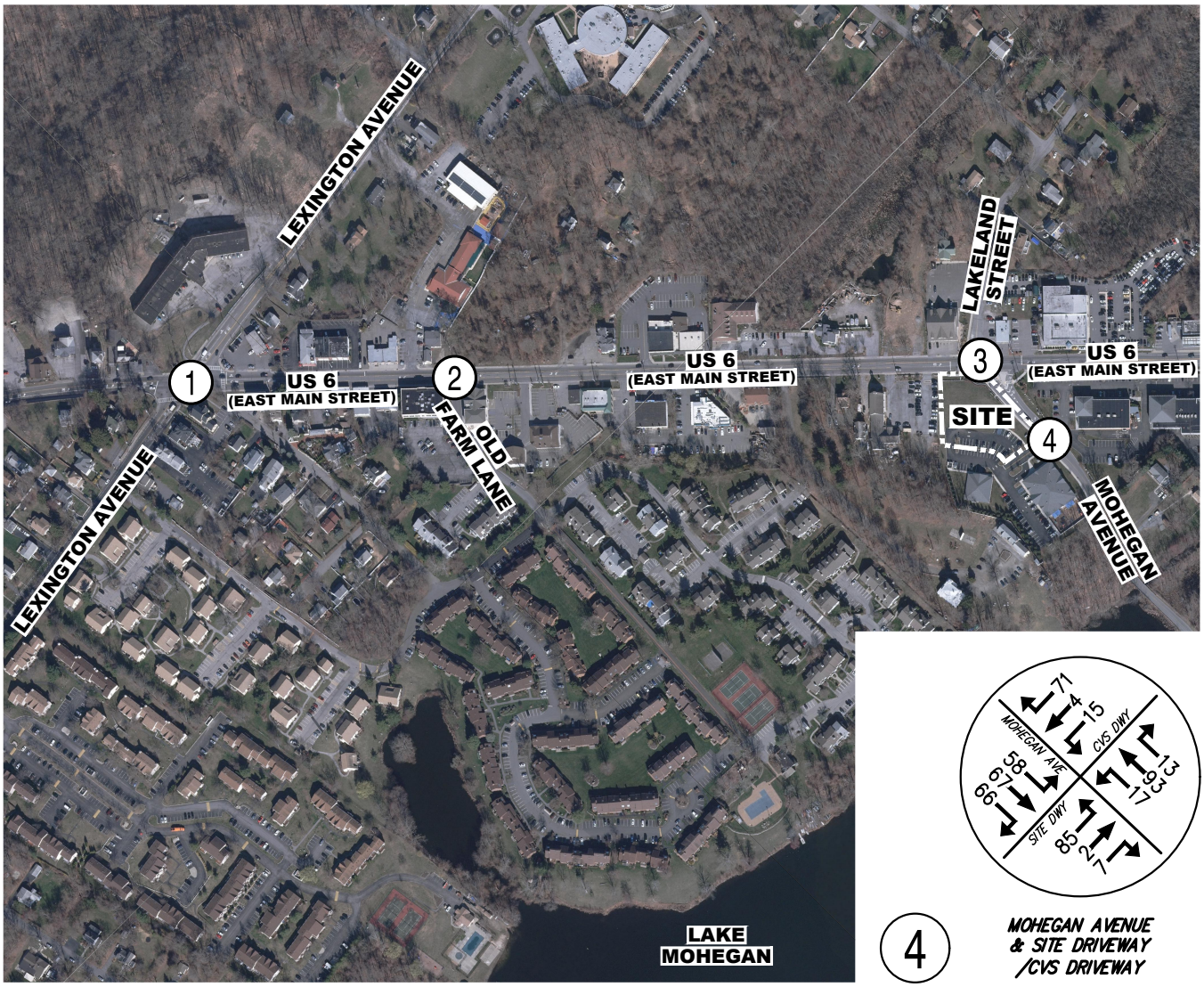
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RESTAURANT

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018 — JMC PROJECT: 18070

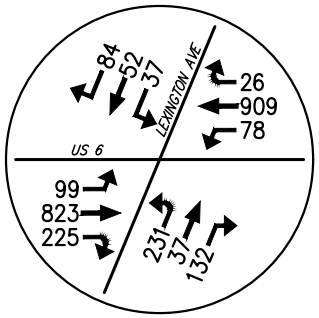
FIGURE: 38 — SCALE: 1" = 450'

120 BEDFORD RD
ARMONK
NY 10504

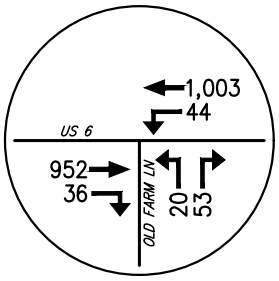
(914) 273-5225
fax 273-2102

JMCPLLC.COM

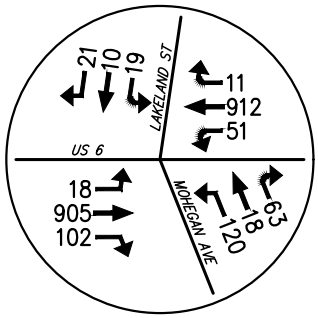
JMC



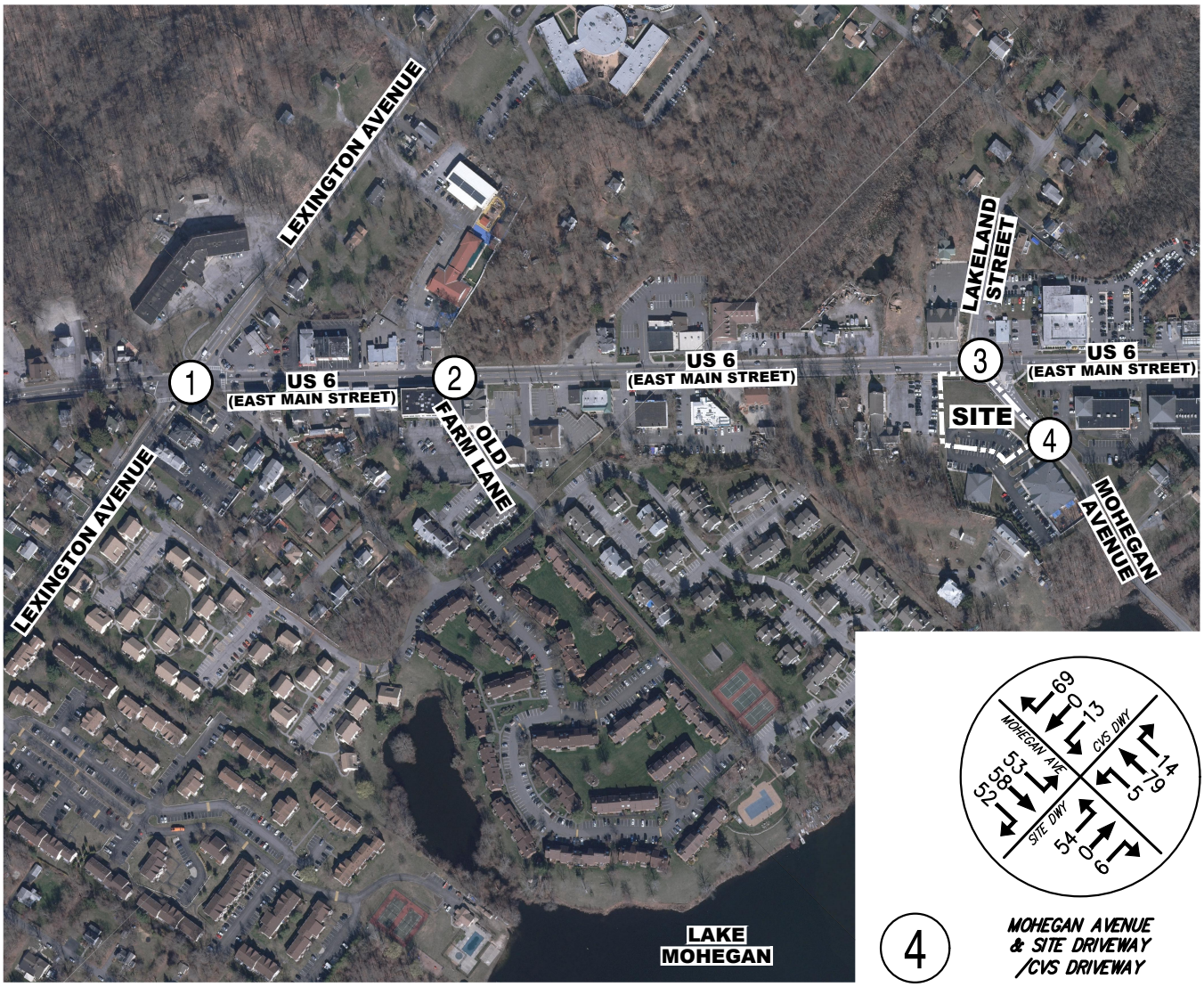
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE — TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RESTAURANT

PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018 — JMC PROJECT: 18070

FIGURE: 39 — SCALE: 1" = 450'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

APPENDIX C

TURNING MOVEMENT COUNTS

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

PEAK HOUR CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	JMC

TIME	CLASS	TOTAL INT. 1	TOTAL INT. 2	TOTAL INT. 3	TOTAL INT. 4	TOTAL INT.	TOTAL INT.	TOTAL INT.	TOTAL INT.	TOTAL
7:00 - 8:00 AM	TOTAL	1,440	1,267	1,342	163					4,212
	TRUCK									
7:15 - 8:15 AM	TOTAL	1,631	1,336	1,402	183					4,552
	TRUCK									
7:30 - 8:30 AM	TOTAL	1,805	1,462	1,495	189					4,951
	TRUCK									
7:45 - 8:45 AM	TOTAL	1,778	1,487	1,529	222					5,016
	TRUCK									
8:00 - 9:00 AM	TOTAL	1,803	1,480	1,516	254					5,053
	TRUCK									
4:00 - 5:00 PM	TOTAL	2,095	1,808	1,887	372					6,162
	TRUCK									
4:15 - 5:15 PM	TOTAL	2,118	1,851	1,935	393					6,297
	TRUCK									
4:30 - 5:30 PM	TOTAL	2,124	1,860	2,026	414					6,424
	TRUCK									
4:45 - 5:45 PM	TOTAL	2,141	1,920	1,935	394					6,390
	TRUCK									
5:00 - 6:00 PM	TOTAL	2,205	1,926	1,892	366					6,389
	TRUCK									

DATE:	6/14/2018		JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM	**ENTER COUNT DATA ON THIS PAGE**	NAME:	BO
LOCATION:	US 6 (East Main Street) & Lexington Avenue		INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	14	4	9	12	104	8	7	62	2	4	10	7							
	TRUCK	1			2	4			1	1										
7:15 - 7:30 AM	TOTAL	30	10	23	31	221	19	19	151	3	6	25	13				2			
	TRUCK	2	3	2	1	8		1	4			2	1							
7:30 - 7:45 AM	TOTAL	56	19	46	70	391	34	34	286	9	11	36	23				1			
	TRUCK	1		2	1	13	3	2	4		1	2	1							
7:45 - 8:00 AM	TOTAL	78	33	68	101	527	42	48	423	14	18	54	34				4			
	TRUCK	2		2	2	9		1	2		2	2	1							
8:00 - 8:15 AM	TOTAL	108	49	92	122	655	56	67	560	18	25	71	51			2	5			
	TRUCK	2		2	1	9	1	1	3		1	2	1							
8:15 - 8:30 AM	TOTAL	135	76	112	156	816	73	81	687	22	33	93	72				3			
	TRUCK		1	2	1	11	1	3	5			2	2							
8:30 - 8:45 AM	TOTAL	161	84	137	187	952	86	99	822	26	42	116	81			1	4			
	TRUCK	2	1		5	7	1		10	1		2	1							
8:45 - 9:00 AM	TOTAL	197	90	176	209	1,088	96	119	947	28	60	129	104				1			
	TRUCK	4	1	1	1	14			2		1						1			
4:00 - 4:15 PM	TOTAL	19	8	42	31	179	22	24	157	4	6	9	23		2	1	2			
	TRUCK			3		3		1	11				2							
4:15 - 4:30 PM	TOTAL	38	28	87	61	325	38	48	347	9	17	21	45				2			
	TRUCK	1		2		5		3	13						1					
4:30 - 4:45 PM	TOTAL	65	35	130	101	495	59	69	511	11	27	33	71		1					
	TRUCK		1			2			5				1		1					
4:45 - 5:00 PM	TOTAL	86	47	169	131	633	85	86	669	14	45	46	84				1	3		
	TRUCK	1		1		2	1	2	6								1			
5:00 - 5:15 PM	TOTAL	124	61	206	160	792	110	113	829	21	62	57	107				1			
	TRUCK	1		1	1	2			3			1			1					
5:15 - 5:30 PM	TOTAL	159	71	235	181	956	121	140	1,028	27	71	69	130		1	1	1			
	TRUCK	1				2			8				1							
5:30 - 5:45 PM	TOTAL	188	93	267	214	1,096	137	176	1,208	37	88	96	148			2	3			
	TRUCK				1	1			6		1									
5:45 - 6:00 PM	TOTAL	210	105	310	236	1,266	165	207	1,377	45	98	113	168					1		
	TRUCK				1	2			6						2			2		

DATE:	6/14/2018	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	BO
LOCATION:	US 6 (East Main Street) & Lexington Avenue		INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	14	4	9	12	104	8	7	62	2	4	10	7	243	0	0	0	0	0	
	TRUCK	1	0	0	2	4	0	0	1	1	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	16	6	14	19	117	11	12	89	1	2	15	6	308	0	0	2	0	2	
	TRUCK	2	3	2	1	8	0	1	4	0	0	2	1		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	26	9	23	39	170	15	15	135	6	5	11	10	464	0	0	1	0	1	
	TRUCK	1	0	2	1	13	3	2	4	0	1	2	1		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	22	14	22	31	136	8	14	137	5	7	18	11	425	0	0	4	0	4	
	TRUCK	2	0	2	2	9	0	1	2	0	2	2	1		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	30	16	24	21	128	14	19	137	4	7	17	17	434	0	2	5	0	7	
	TRUCK	2	0	2	1	9	1	1	3	0	1	2	1		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	27	27	20	34	161	17	14	127	4	8	22	21	482	0	0	3	0	3	
	TRUCK	0	1	2	1	11	1	3	5	0	0	2	2		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	26	8	25	31	136	13	18	135	4	9	23	9	437	0	1	4	0	5	
	TRUCK	2	1	0	5	7	1	0	10	1	0	2	1		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	36	6	39	22	136	10	20	125	2	18	13	23	450	0	0	1	0	1	
	TRUCK	4	1	1	1	14	0	0	2	0	1	0	0		0	0	1	0	1	
4:00 - 4:15 PM	TOTAL	19	8	42	31	179	22	24	157	4	6	9	23	524	2	1	2	0	5	
	TRUCK	0	0	3	0	3	0	1	11	0	0	0	2		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	19	20	45	30	146	16	24	190	5	11	12	22	540	0	0	2	0	2	
	TRUCK	1	0	2	0	5	0	3	13	0	0	0	0		1	0	0	0	1	
4:30 - 4:45 PM	TOTAL	27	7	43	40	170	21	21	164	2	10	12	26	543	1	0	0	0	1	
	TRUCK	0	1	0	0	2	0	0	5	0	0	0	1		1	0	0	0	1	
4:45 - 5:00 PM	TOTAL	21	12	39	30	138	26	17	158	3	18	13	13	488	0	0	1	3	4	
	TRUCK	1	0	1	0	2	1	2	6	0	0	0	0		0	0	1	0	1	
5:00 - 5:15 PM	TOTAL	38	14	37	29	159	25	27	160	7	17	11	23	547	0	0	1	0	1	
	TRUCK	1	0	1	1	2	0	0	3	0	0	1	0		1	0	0	0	1	
5:15 - 5:30 PM	TOTAL	35	10	29	21	164	11	27	199	6	9	12	23	546	1	1	1	0	3	
	TRUCK	1	0	0	0	2	0	0	8	0	0	0	1		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	29	22	32	33	140	16	36	180	10	17	27	18	560	0	2	3	0	5	
	TRUCK	0	0	0	1	1	0	0	6	0	1	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	22	12	43	22	170	28	31	169	8	10	17	20	552	0	0	0	1	1	
	TRUCK	0	0	0	1	2	0	0	6	0	0	0	0		2	0	0	2	4	

DATE:	6/14/2018	PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	BO
LOCATION:	US 6 (East Main Street) & Lexington Avenue		INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	78	33	68	101	527	42	48	423	14	18	54	34	1,440			7		7	
	TRUCK	8%	9%	9%	6%	6%	7%	8%	3%	7%	17%	11%	9%							0.78
7:15 - 8:15 AM	TOTAL	94	45	83	110	551	48	60	498	16	21	61	44	1,631		2	12		14	
	TRUCK	7%	7%	10%	5%	7%	8%	8%	3%	0%	19%	13%	9%							0.88
7:30 - 8:30 AM	TOTAL	105	66	89	125	595	54	62	536	19	27	68	59	1,805		2	13		15	
	TRUCK	5%	2%	9%	4%	7%	9%	11%	3%	0%	15%	12%	8%							0.94
7:45 - 8:45 AM	TOTAL	105	65	91	117	561	52	65	536	17	31	80	58	1,778		3	16		19	
	TRUCK	6%	3%	7%	8%	6%	6%	8%	4%	6%	10%	10%	9%							0.92
8:00 - 9:00 AM	TOTAL	119	57	108	108	561	54	71	524	14	42	75	70	1,803		3	13		16	
	TRUCK	7%	5%	5%	7%	7%	6%	6%	4%	7%	5%	8%	6%				1		1	0.94
4:00 - 5:00 PM	TOTAL	86	47	169	131	633	85	86	669	14	45	46	84	2,095	3	1	5	3	12	
	TRUCK	2%	2%	4%	0%	2%	1%	7%	5%	0%	0%	0%	4%		2		1		3	0.96
4:15 - 5:15 PM	TOTAL	105	53	164	129	613	88	89	672	17	56	48	84	2,118	1		4	3	8	
	TRUCK	3%	2%	2%	1%	2%	1%	6%	4%	0%	0%	2%	1%		3		1		4	0.97
4:30 - 5:30 PM	TOTAL	121	43	148	120	631	83	92	681	18	54	48	85	2,124	2	1	3	3	9	
	TRUCK	2%	2%	1%	1%	1%	1%	2%	3%	0%	0%	2%	2%		2		1		3	0.97
4:45 - 5:45 PM	TOTAL	123	58	137	113	601	78	107	697	26	61	63	77	2,141	1	3	6	3	13	
	TRUCK	2%	0%	1%	2%	1%	1%	2%	3%	0%	2%	2%	1%		1		1		2	0.96
5:00 - 6:00 PM	TOTAL	124	58	141	105	633	80	121	708	31	53	67	84	2,205	1	3	5	1	10	
	TRUCK	2%	0%	1%	3%	1%	0%	0%	3%	0%	2%	1%	1%		3			2	5	0.98

1: Lexington Ave NB - Right
2: Lexington Ave NB - Thru
3: Lexington Ave NB - Left
4: US 6 EB - Right
5: US 6 EB - Thru
6: US 6 EB - Left
7: US 6 WB - Left
8: US 6 WB - Thru
9: US 6 WB - Right
10: Lexington Ave SB - Left
11: Lexington Ave SB - Thru
12: Lexington Ave SB - Right

A: Cross Lexington North side of Int
B: Cross US 6 East side of Int
C: Cross Lexington South side of Int
D: Cross US 6 West side of Int

DATE:	6/14/2018		JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM	ENTER COUNT DATA ON THIS PAGE	NAME:	AH
LOCATION:	US 6 (East Main Street) & Old Farm Lane		INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	6	147					7		9	1	94								
	TRUCK	2	11									2								
7:15 - 7:30 AM	TOTAL	10	267					13		24	7	198								
	TRUCK		9									4								
7:30 - 7:45 AM	TOTAL	15	439					19		48	11	339								
	TRUCK		16							1		6								
7:45 - 8:00 AM	TOTAL	22	620					26		62	12	525								
	TRUCK	1	14									8								
8:00 - 8:15 AM	TOTAL	27	778					32		85	18	660						2		
	TRUCK		16							1		8								
8:15 - 8:30 AM	TOTAL	33	973					39		111	23	802			2			3		
	TRUCK	1	16									13								
8:30 - 8:45 AM	TOTAL	38	1,146					42		128	30	974			2		1	1		
	TRUCK	2	13							1		16								
8:45 - 9:00 AM	TOTAL	43	1,339					47		142	37	1,139								
	TRUCK		18									6						1		
4:00 - 4:15 PM	TOTAL	9	193					6		13	20	194			1			1		
	TRUCK		6								13							1		
4:15 - 4:30 PM	TOTAL	22	385					12		24	39	423								
	TRUCK	1	6					1			17									
4:30 - 4:45 PM	TOTAL	27	585					20		40	54	607						1		
	TRUCK		4					1			8							1		
4:45 - 5:00 PM	TOTAL	39	783					31		52	69	834			2			1		
	TRUCK		5								11									
5:00 - 5:15 PM	TOTAL	55	1,001					36		67	93	1,034						4		
	TRUCK										5							1		
5:15 - 5:30 PM	TOTAL	70	1,184					45		80	119	1,267						2		
	TRUCK		6								7									
5:30 - 5:45 PM	TOTAL	84	1,389					54		92	149	1,485			2					
	TRUCK		2								13									
5:45 - 6:00 PM	TOTAL	99	1,597					58		109	164	1,707								
	TRUCK									1	6									

DATE:	6/14/2018	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	AH
LOCATION:	US 6 (East Main Street) & Old Farm Lane		INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	6	147	0	0	0	0	7	0	9	1	94	0	264	0	0	0	0	0	
	TRUCK	2	11	0	0	0	0	0	0	0	0	2	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	4	120	0	0	0	0	6	0	15	6	104	0	255	0	0	0	0	0	
	TRUCK	0	9	0	0	0	0	0	0	0	0	4	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	5	172	0	0	0	0	6	0	24	4	141	0	352	0	0	0	0	0	
	TRUCK	0	16	0	0	0	0	0	0	1	0	6	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	7	181	0	0	0	0	7	0	14	1	186	0	396	0	0	0	0	0	
	TRUCK	1	14	0	0	0	0	0	0	0	0	8	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	5	158	0	0	0	0	6	0	23	6	135	0	333	0	0	0	2	2	
	TRUCK	0	16	0	0	0	0	0	0	1	0	8	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	6	195	0	0	0	0	7	0	26	5	142	0	381	2	0	0	3	5	
	TRUCK	1	16	0	0	0	0	0	0	0	0	13	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	5	173	0	0	0	0	3	0	17	7	172	0	377	2	0	1	1	4	
	TRUCK	2	13	0	0	0	0	0	0	1	0	16	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	5	193	0	0	0	0	5	0	14	7	165	0	389	0	0	0	0	0	
	TRUCK	0	18	0	0	0	0	0	0	0	0	6	0		0	0	0	1	1	
4:00 - 4:15 PM	TOTAL	9	193	0	0	0	0	6	0	13	20	194	0	435	1	0	0	1	2	
	TRUCK	0	6	0	0	0	0	0	0	0	13	0	0		0	0	0	1	1	
4:15 - 4:30 PM	TOTAL	13	192	0	0	0	0	6	0	11	19	229	0	470	0	0	0	0	0	
	TRUCK	1	6	0	0	0	0	1	0	0	17	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	5	200	0	0	0	0	8	0	16	15	184	0	428	0	0	0	1	1	
	TRUCK	0	4	0	0	0	0	1	0	0	8	0	0		0	0	0	1	1	
4:45 - 5:00 PM	TOTAL	12	198	0	0	0	0	11	0	12	15	227	0	475	2	0	0	1	3	
	TRUCK	0	5	0	0	0	0	0	0	0	11	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	16	218	0	0	0	0	5	0	15	24	200	0	478	0	0	0	4	4	
	TRUCK	0	0	0	0	0	0	0	0	0	5	0	0		0	0	0	1	1	
5:15 - 5:30 PM	TOTAL	15	183	0	0	0	0	9	0	13	26	233	0	479	0	0	0	2	2	
	TRUCK	0	6	0	0	0	0	0	0	0	7	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	14	205	0	0	0	0	9	0	12	30	218	0	488	2	0	0	0	2	
	TRUCK	0	2	0	0	0	0	0	0	0	13	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	15	208	0	0	0	0	4	0	17	15	222	0	481	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	1	6	0	0		0	0	0	0	0	

DATE:	6/14/2018		JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	AH
LOCATION:	US 6 (East Main Street) & Old Farm Lane		INT #:	2

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	22	620					26		62	12	525		1,267						
	TRUCK	14%	8%					0%		2%	0%	4%								0.80
7:15 - 8:15 AM	TOTAL	21	631					25		76	17	566		1,336				2	2	
	TRUCK	5%	9%					0%		3%	0%	5%								0.84
7:30 - 8:30 AM	TOTAL	23	706					26		87	16	604		1,462	2			5	7	
	TRUCK	9%	9%					0%		2%	0%	6%								0.92
7:45 - 8:45 AM	TOTAL	23	707					23		80	19	635		1,487	4		1	6	11	
	TRUCK	17%	8%					0%		3%	0%	7%								0.94
8:00 - 9:00 AM	TOTAL	21	719					21		80	25	614		1,480	4		1	6	11	
	TRUCK	14%	9%					0%		3%	0%	7%						1	1	0.95
4:00 - 5:00 PM	TOTAL	39	783					31		52	69	834		1,808	3			3	6	
	TRUCK	3%	3%					6%		0%	71%	0%						2	2	0.95
4:15 - 5:15 PM	TOTAL	46	808					30		54	73	840		1,851	2			6	8	
	TRUCK	2%	2%					7%		0%	56%	0%						2	2	0.97
4:30 - 5:30 PM	TOTAL	48	799					33		56	80	844		1,860	2			8	10	
	TRUCK	0%	2%					3%		0%	39%	0%						2	2	0.97
4:45 - 5:45 PM	TOTAL	57	804					34		52	95	878		1,920	4			7	11	
	TRUCK	0%	2%					0%		0%	38%	0%						1	1	0.98
5:00 - 6:00 PM	TOTAL	60	814					27		57	95	873		1,926	2			6	8	
	TRUCK	0%	1%					0%		2%	33%	0%						1	1	0.99

1: US 6 EB - Right
2: US 6 EB - Thru
3:
4:
5:
6:
7: Old Farm NB - Left
8:
9: Old Farm NB - Right
10: US 6 WB - Left
11: US 6 WB - Thru
12:

A: Cross US 6 West side of Int
B:
C: Cross US 6 East side of Int
D: Cross Old Farm South side of Int

DATE:	6/14/2018		JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM	ENTER COUNT DATA ON THIS PAGE	NAME:	JB
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street		INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	3	10	4	141	2	5	105	4	4	2	4			2				
	TRUCK					1			3											
7:15 - 7:30 AM	TOTAL	1	4	18	11	294	4	14	214	7	8	3	5			1				
	TRUCK	1			1	8			1											
7:30 - 7:45 AM	TOTAL	24	6	28	14	483	6	17	342	10	9	6	10		1	4				
	TRUCK					7			5											
7:45 - 8:00 AM	TOTAL	33	7	41	22	648	8	20	514	14	11	10	14		1	1		1		
	TRUCK			1		5			6								1			
8:00 - 8:15 AM	TOTAL	43	14	52	25	820	11	24	636	26	11	11	18			1	2			
	TRUCK				1	8			3											
8:15 - 8:30 AM	TOTAL	46	20	63	43	1,014	16	26	763	30	17	18	22			1				
	TRUCK					9			8											
8:30 - 8:45 AM	TOTAL	57	28	81	61	1,171	20	35	919	35	24	23	30							
	TRUCK					9			9											
8:45 - 9:00 AM	TOTAL	66	30	100	80	1,323	20	44	1,070	40	27	25	33		1	1	1	1		
	TRUCK					7			2											
4:00 - 4:15 PM	TOTAL	7	1	34	23	179	2	11	186	2	8	1	1		1	2				
	TRUCK					2			4							1				
4:15 - 4:30 PM	TOTAL	11	4	47	38	346	8	22	390	4	12	3	4			1	1			
	TRUCK					6			8											
4:30 - 4:45 PM	TOTAL	25	9	81	64	557	15	34	600	7	17	9	8			4				
	TRUCK		1			3			7		1									
4:45 - 5:00 PM	TOTAL	37	14	108	89	726	19	45	791	9	21	15	13		1					
	TRUCK								7											
5:00 - 5:15 PM	TOTAL	53	23	139	109	919	25	53	997	11	26	20	15		2	2				
	TRUCK					3			3							1				
5:15 - 5:30 PM	TOTAL	64	32	163	128	1,110	29	61	1,234	17	32	26	19			1				
	TRUCK					3			4											
5:30 - 5:45 PM	TOTAL	70	36	193	143	1,269	34	68	1,434	23	39	31	21			2				
	TRUCK					1			4											
5:45 - 6:00 PM	TOTAL	77	41	226	161	1,403	38	76	1,628	28	45	34	22		1	1				
	TRUCK					2			3											

DATE:	6/14/2018	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	JB
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street		INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	3	10	4	141	2	5	105	4	4	2	4	289	0	2	0	0	2	
	TRUCK	0	0	0	0	1	0	0	3	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	-4	1	8	7	153	2	9	109	3	4	1	1	294	0	1	0	0	1	
	TRUCK	1	0	0	1	8	0	0	1	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	23	2	10	3	189	2	3	128	3	1	3	5	372	1	4	0	0	5	
	TRUCK	0	0	0	0	7	0	0	5	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	9	1	13	8	165	2	3	172	4	2	4	4	387	1	1	0	1	3	
	TRUCK	0	0	1	0	5	0	0	6	0	0	0	0		0	0	1	0	1	
8:00 - 8:15 AM	TOTAL	10	7	11	3	172	3	4	122	12	0	1	4	349	0	1	2	0	3	
	TRUCK	0	0	0	1	8	0	0	3	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	3	6	11	18	194	5	2	127	4	6	7	4	387	0	1	0	0	1	
	TRUCK	0	0	0	0	9	0	0	8	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	11	8	18	18	157	4	9	156	5	7	5	8	406	0	0	0	0	0	
	TRUCK	0	0	0	0	9	0	0	9	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	9	2	19	19	152	0	9	151	5	3	2	3	374	1	1	1	1	4	
	TRUCK	0	0	0	0	7	0	0	2	0	0	0	0		0	0	0	0	0	
4:00 - 4:15 PM	TOTAL	7	1	34	23	179	2	11	186	2	8	1	1	455	1	2	0	0	3	
	TRUCK	0	0	0	0	2	0	0	4	0	0	0	0		0	1	0	0	1	
4:15 - 4:30 PM	TOTAL	4	3	13	15	167	6	11	204	2	4	2	3	434	0	1	1	0	2	
	TRUCK	0	0	0	0	6	0	0	8	0	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	14	5	34	26	211	7	12	210	3	5	6	4	537	0	4	0	0	4	
	TRUCK	0	1	0	0	3	0	0	7	0	1	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	12	5	27	25	169	4	11	191	2	4	6	5	461	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	7	0	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	16	9	31	20	193	6	8	206	2	5	5	2	503	2	2	0	0	4	
	TRUCK	0	0	0	0	3	0	0	3	0	0	0	0		0	1	0	0	1	
5:15 - 5:30 PM	TOTAL	11	9	24	19	191	4	8	237	6	6	6	4	525	0	1	0	0	1	
	TRUCK	0	0	0	0	3	0	0	4	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	6	4	30	15	159	5	7	200	6	7	5	2	446	0	2	0	0	2	
	TRUCK	0	0	0	0	1	0	0	4	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	7	5	33	18	134	4	8	194	5	6	3	1	418	1	1	0	0	2	
	TRUCK	0	0	0	0	2	0	0	3	0	0	0	0		0	0	0	0	0	

DATE:	6/14/2018	PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	JB
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street		INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	33	7	41	22	648	8	20	514	14	11	10	14	1,342	2	8		1	11	
	TRUCK	3%	0%	2%	5%	3%	0%	0%	3%	0%	0%	0%	0%				1		1	0.87
7:15 - 8:15 AM	TOTAL	38	11	42	21	679	9	19	531	22	7	9	14	1,402	2	7	2	1	12	
	TRUCK	3%	0%	2%	10%	4%	0%	0%	3%	0%	0%	0%	0%				1		1	0.91
7:30 - 8:30 AM	TOTAL	45	16	45	32	720	12	12	549	23	9	15	17	1,495	2	7	2	1	12	
	TRUCK	0%	0%	2%	3%	4%	0%	0%	4%	0%	0%	0%	0%				1		1	0.97
7:45 - 8:45 AM	TOTAL	33	22	53	47	688	14	18	577	25	15	17	20	1,529	1	3	2	1	7	
	TRUCK	0%	0%	2%	2%	5%	0%	0%	5%	0%	0%	0%	0%				1		1	0.94
8:00 - 9:00 AM	TOTAL	33	23	59	58	675	12	24	556	26	16	15	19	1,516	1	3	3	1	8	
	TRUCK	0%	0%	0%	2%	5%	0%	0%	4%	0%	0%	0%	0%							0.93
4:00 - 5:00 PM	TOTAL	37	14	108	89	726	19	45	791	9	21	15	13	1,887	2	7	1		10	
	TRUCK	0%	7%	0%	0%	2%	0%	0%	3%	0%	5%	0%	0%			1			1	0.88
4:15 - 5:15 PM	TOTAL	46	22	105	86	740	23	42	811	9	18	19	14	1,935	3	7	1		11	
	TRUCK	0%	5%	0%	0%	2%	0%	0%	3%	0%	6%	0%	0%			1			1	0.90
4:30 - 5:30 PM	TOTAL	53	28	116	90	764	21	39	844	13	20	23	15	2,026	3	7			10	
	TRUCK	0%	4%	0%	0%	1%	0%	0%	2%	0%	5%	0%	0%			1			1	0.94
4:45 - 5:45 PM	TOTAL	45	27	112	79	712	19	34	834	16	22	22	13	1,935	3	5			8	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%			1			1	0.92
5:00 - 6:00 PM	TOTAL	40	27	118	72	677	19	31	837	19	24	19	9	1,892	3	6			9	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%			1			1	0.90

1: Mohegan Ave NB - Right
2: Mohegan Ave NB - Thru
3: Mohegan Ave NB - Left
4: US 6 EB - Right
5: US 6 EB - Thru
6: US 6 EB - Left
7: US 6 WB - Left
8: US 6 WB - Thru
9: US 6 WB - Right
10: Lakeland St SB - Left
11: Lakeland St SB - Thru
12: Lakeland St SB - Right

A: Cross Mohegan South side of Int
B: Cross US 6 West side of Int
C: Cross Lakeland North side of Int
D: Cross US 6 East side of Int

DATE:	6/14/2018		JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM	ENTER COUNT DATA ON THIS PAGE	NAME:	SK
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	0	0	0	0	16	2	0	5	3	5	0	0							
	TRUCK					1														
7:15 - 7:30 AM	TOTAL	2	0	1	1	34	3	4	8	12	8	0	0							
	TRUCK	1						1		1										
7:30 - 7:45 AM	TOTAL	3	1	1	1	54	4	8	9	18	12	0	2							
	TRUCK										1									
7:45 - 8:00 AM	TOTAL	5	1	2	1	69	8	11	14	27	22	0	3							
	TRUCK	1				1	1		1		1									
8:00 - 8:15 AM	TOTAL	7	2	2	2	89	9	15	20	35	29	0	4							
	TRUCK					1		1		1										
8:15 - 8:30 AM	TOTAL	11	2	3	4	106	9	20	28	41	33	1	4					1		
	TRUCK					1					1									
8:30 - 8:45 AM	TOTAL	12	4	3	5	132	14	24	47	48	40	1	5		1	1				
	TRUCK							1	1											
8:45 - 9:00 AM	TOTAL	18	5	5	9	147	18	31	58	64	51	2	9							
	TRUCK								1						1					
4:00 - 4:15 PM	TOTAL	13	1	8	4	21	2	11	10	6	6	1	1			1				
	TRUCK											1								
4:15 - 4:30 PM	TOTAL	21	3	12	5	31	4	26	21	15	16	1	3							
	TRUCK			1		1														
4:30 - 4:45 PM	TOTAL	35	3	14	8	56	7	39	39	28	27	3	6			1	4			
	TRUCK																			
4:45 - 5:00 PM	TOTAL	50	4	22	14	75	11	55	53	36	42	3	7							
	TRUCK																			
5:00 - 5:15 PM	TOTAL	68	6	26	15	96	13	66	70	44	62	3	8		1		1	4		
	TRUCK														2		1			
5:15 - 5:30 PM	TOTAL	90	7	27	18	116	17	82	81	51	72	3	8							
	TRUCK																			
5:30 - 5:45 PM	TOTAL	103	8	32	21	132	21	91	93	58	83	3	14							
	TRUCK					1														
5:45 - 6:00 PM	TOTAL	118	8	36	26	145	23	100	107	61	94	3	17							
	TRUCK																			

DATE:	6/14/2018	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	SK
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	0	0	0	0	16	2	0	5	3	5	0	0	31	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	2	0	1	1	18	1	4	3	9	3	0	0	42	0	0	0	0	0	
	TRUCK	1	0	0	0	0	0	1	0	1	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	1	1	0	0	20	1	4	1	6	4	0	2	40	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	2	0	1	0	15	4	3	5	9	10	0	1	50	0	0	0	0	0	
	TRUCK	1	0	0	0	1	1	0	1	0	1	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	2	1	0	1	20	1	4	6	8	7	0	1	51	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	1	0	1	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	4	0	1	2	17	0	5	8	6	4	1	0	48	0	0	0	1	1	
	TRUCK	0	0	0	0	1	0	0	0	0	1	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	1	2	0	1	26	5	4	19	7	7	0	1	73	1	1	0	0	2	
	TRUCK	0	0	0	0	0	0	1	1	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	6	1	2	4	15	4	7	11	16	11	1	4	82	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	0	1	
4:00 - 4:15 PM	TOTAL	13	1	8	4	21	2	11	10	6	6	1	1	84	0	1	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	1	0		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	8	2	4	1	10	2	15	11	9	10	0	2	74	0	0	0	0	0	
	TRUCK	0	0	1	0	1	0	0	0	0	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	14	0	2	3	25	3	13	18	13	11	2	3	107	0	1	4	0	5	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	15	1	8	6	19	4	16	14	8	15	0	1	107	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	18	2	4	1	21	2	11	17	8	20	0	1	105	1	0	1	4	6	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		2	0	1	0	3	
5:15 - 5:30 PM	TOTAL	22	1	1	3	20	4	16	11	7	10	0	0	95	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	13	1	5	3	16	4	9	12	7	11	0	6	87	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	15	0	4	5	13	2	9	14	3	11	0	3	79	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

DATE:	6/14/2018	PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	SK
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	5	1	2	1	69	8	11	14	27	22		3	163						
	TRUCK	40%	0%	0%	0%	3%	13%	9%	7%	4%	9%		0%							0.82
7:15 - 8:15 AM	TOTAL	7	2	2	2	73	7	15	15	32	24		4	183						
	TRUCK	29%	0%	0%	0%	3%	14%	13%	7%	6%	8%		0%							0.90
7:30 - 8:30 AM	TOTAL	9	2	2	3	72	6	16	20	29	25	1	4	189				1	1	
	TRUCK	11%	0%	0%	0%	4%	17%	6%	5%	3%	12%	0%	0%							0.93
7:45 - 8:45 AM	TOTAL	9	3	2	4	78	10	16	38	30	28	1	3	222	1	1		1	3	
	TRUCK	11%	0%	0%	0%	4%	10%	13%	5%	3%	7%	0%	0%							0.76
8:00 - 9:00 AM	TOTAL	13	4	3	8	78	10	20	44	37	29	2	6	254	1	1		1	3	
	TRUCK	0%	0%	0%	0%	3%	0%	10%	5%	3%	3%	0%	0%		1				1	0.77
4:00 - 5:00 PM	TOTAL	50	4	22	14	75	11	55	53	36	42	3	7	372		2	4		6	
	TRUCK	0%	0%	5%	0%	1%	0%	0%	0%	0%	0%	33%	0%							0.87
4:15 - 5:15 PM	TOTAL	55	5	18	11	75	11	55	60	38	56	2	7	393	1	1	5	4	11	
	TRUCK	0%	0%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%		2		1		3	0.92
4:30 - 5:30 PM	TOTAL	69	4	15	13	85	13	56	60	36	56	2	5	414	1	1	5	4	11	
	TRUCK	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		2		1		3	0.97
4:45 - 5:45 PM	TOTAL	68	5	18	13	76	14	52	54	30	56		8	394	1		1	4	6	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%		0%		2		1		3	0.92
5:00 - 6:00 PM	TOTAL	68	4	14	12	70	12	45	54	25	52		10	366	1		1	4	6	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%		0%		2		1		3	0.87

1: CVS Pharmacy SB - Right
2: CVS Pharmacy SB - Thru
3: CVS Pharmacy SB - Left
4: Mohegan Ave WB - Right
5: Mohegan Ave WB - Thru
6: Mohegan Ave WB - Left
7: Mohegan Ave EB - Left
8: Mohegan Ave EB - Thru
9: Mohegan Ave EB - Right
10: Site Driveway NB - Left
11: Site Driveway NB - Thru
12: Site Driveway NB - Right

A: Cross CVS Pharmacy North side of Int
B: Cross Mohegan East side of Int
C: Cross Site Driveway South side of Int
D: Cross Mohegan West side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM

PEAK HOUR CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank

TIME	CLASS	TOTAL INT. 1	TOTAL INT. 2	TOTAL INT. 3	TOTAL INT. 4	TOTAL INT.	TOTAL INT.	TOTAL INT.	TOTAL INT.	TOTAL
12:00 - 1:00 PM	TOTAL	3,167	1,833	1,885	276					7,161
	TRUCK									
12:15 - 1:15 PM	TOTAL	3,151	1,820	1,860	270					7,101
	TRUCK									
12:30 - 1:30 PM	TOTAL	3,105	1,790	1,845	275					7,015
	TRUCK									
12:45 - 1:45 PM	TOTAL	3,071	1,737	1,798	251					6,857
	TRUCK									
1:00 - 2:00 PM	TOTAL	3,081	1,714	1,777	263					6,835
	TRUCK									
1:15 - 2:15 PM	TOTAL	3,086	1,729	1,808	271					6,894
	TRUCK									
1:30 - 2:30 PM	TOTAL	3,050	1,699	1,812	274					6,835
	TRUCK									
1:45 - 2:45 PM	TOTAL	3,063	1,738	1,811	270					6,882
	TRUCK									
2:00 - 3:00 PM	TOTAL	3,052	1,749	1,816	269					6,886
	TRUCK									

DATE:	6/9/2018	JOB NO:	18070
PERIOD:	12:00 - 3:00 PM	NAME:	Traffic Databank
LOCATION:	US 6 (East Main Street) & Lexington Avenue	INT #:	1

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	38	12	65	216	16	8	57	157	17	3	199	8	796	1	0	0	0	1	
	TRUCK	0	0	0	3	0	0	0	2	0	0	2	0							
12:15 - 12:30 PM	TOTAL	21	11	37	228	14	8	51	211	20	10	212	14	837	0	1	1	0	2	
	TRUCK	1	0	0	4	0	0	0	2	0	0	4	0							
12:30 - 12:45 PM	TOTAL	44	6	54	211	14	5	46	162	19	6	198	28	793	1	2	0	1	4	
	TRUCK	0	0	0	2	0	0	1	0	1	3	0	0							
12:45 - 1:00 PM	TOTAL	19	7	50	186	19	15	47	174	29	4	170	21	741	0	2	0	1	3	
	TRUCK	0	0	0	0	0	0	0	6	1	0	1	0							
1:00 - 1:15 PM	TOTAL	20	12	54	197	31	7	35	183	33	6	180	22	780	1	3	0	0	4	
	TRUCK	0	0	0	3	0	0	0	3	0	0	2	0							
1:15 - 1:30 PM	TOTAL	41	11	46	191	33	12	45	182	24	10	176	20	791	3	3	0	2	8	
	TRUCK	0	0	1	3	0	0	0	4	0	0	3	0							
1:30 - 1:45 PM	TOTAL	20	9	60	201	30	5	47	173	19	3	179	13	759	0	2	0	3	5	
	TRUCK	0	0	0	3	1	0	1	1	1	0	2	1							
1:45 - 2:00 PM	TOTAL	27	14	51	197	28	4	42	159	25	5	184	15	751	0	4	2	0	6	
	TRUCK	1	0	0	5	0	0	0	1	0	0	4	0							
2:00 - 2:15 PM	TOTAL	23	14	44	218	24	11	61	149	13	4	201	23	785	0	4	0	1	5	
	TRUCK	0	0	0	2	1	0	0	1	0	0	3	0							
2:15 - 2:30 PM	TOTAL	32	15	57	185	14	2	51	173	23	7	168	28	755	0	3	0	0	3	
	TRUCK	0	0	0	2	0	0	1	0	1	0	0	0							
2:30 - 2:45 PM	TOTAL	28	17	47	202	11	10	40	182	22	7	185	21	772	0	1	0	1	2	
	TRUCK	0	0	1	4	0	0	1	1	0	0	3	0							
2:45 - 3:00 PM	TOTAL	31	8	46	181	6	10	56	196	16	10	170	10	740	1	3	0	1	5	
	TRUCK	0	0	0	2	0	0	1	0	0	0	1	0							

1: Lexington Ave NB - Right
2: Lexington Ave NB - Thru
3: Lexington Ave NB - Left
4: Lexington Ave SB - Right
5: Lexington Ave SB - Thru
6: Lexington Ave SB - Left
7: US 6 EB - Right
8: US 6 EB - Thru
9: US 6 EB - Left
10: US 6 WB - Right
11: US 6 WB - Thru
12: US 6 WB - Left

A: Cross Lexington South side of Int
B: Cross Lexington North side of Int
C: Cross US 6 West side of Int
D: Cross US 6 East side of Int

DATE:	6/9/2018	JOB NO:	18070
PERIOD:	12:00 - 3:00 PM	NAME:	Traffic Databank
LOCATION:	US 6 (East Main Street) & Lexington Avenue	INT #:	1

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	122	36	206	841	63	36	201	704	85	23	779	71	3,167	2	5	1	2	10	
	TRUCK	1%	0%	0%	1%	0%	0%	0%	1%	2%	13%	1%	0%							0.95
12:15 - 1:15 PM	TOTAL	104	36	195	822	78	35	179	730	101	26	760	85	3,151	2	8	1	2	13	
	TRUCK	1%	0%	0%	1%	0%	0%	1%	2%	2%	12%	1%	0%							0.94
12:30 - 1:30 PM	TOTAL	124	36	204	785	97	39	173	701	105	26	724	91	3,105	5	10		4	19	
	TRUCK	0%	0%	0%	1%	0%	0%	1%	2%	2%	12%	1%	0%							0.98
12:45 - 1:45 PM	TOTAL	100	39	210	775	113	39	174	712	105	23	705	76	3,071	4	10		6	20	
	TRUCK	0%	0%	0%	1%	1%	0%	1%	2%	2%	0%	1%	1%							0.97
1:00 - 2:00 PM	TOTAL	108	46	211	786	122	28	169	697	101	24	719	70	3,081	4	12	2	5	23	
	TRUCK	1%	0%	0%	2%	1%	0%	1%	1%	1%	0%	2%	1%							0.97
1:15 - 2:15 PM	TOTAL	111	48	201	807	115	32	195	663	81	22	740	71	3,086	3	13	2	6	24	
	TRUCK	1%	0%	0%	2%	2%	0%	1%	1%	1%	0%	2%	1%							0.98
1:30 - 2:30 PM	TOTAL	102	52	212	801	96	22	201	654	80	19	732	79	3,050		13	2	4	19	
	TRUCK	1%	0%	0%	1%	2%	0%	1%	0%	3%	0%	1%	1%							0.97
1:45 - 2:45 PM	TOTAL	110	60	199	802	77	27	194	663	83	23	738	87	3,063		12	2	2	16	
	TRUCK	1%	0%	1%	2%	1%	0%	1%	0%	1%	0%	1%	0%							0.98
2:00 - 3:00 PM	TOTAL	114	54	194	786	55	33	208	700	74	28	724	82	3,052	1	11		3	15	
	TRUCK	0%	0%	1%	1%	2%	0%	1%	0%	1%	0%	1%	0%							0.97

1: Lexington Ave NB - Right
2: Lexington Ave NB - Thru
3: Lexington Ave NB - Left
4: Lexington Ave SB - Right
5: Lexington Ave SB - Thru
6: Lexington Ave SB - Left
7: US 6 EB - Right
8: US 6 EB - Thru
9: US 6 EB - Left
10: US 6 WB - Right
11: US 6 WB - Thru
12: US 6 WB - Left

A: Cross Lexington South side of Int
B: Cross Lexington North side of Int
C: Cross US 6 West side of Int
D: Cross US 6 East side of Int

DATE:	6/9/2018	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	12:00 - 3:00 PM		NAME:	Traffic Databank
LOCATION:	US 6 (East Main Street) & Old Farm Lane		INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	13	188	213	9	13	6							442	0	0	0			
	TRUCK	0	2	4	1	1	0													
12:15 - 12:30 PM	TOTAL	4	224	222	10	12	4							476	0	0	0			
	TRUCK	0	2	2	0	1	0													
12:30 - 12:45 PM	TOTAL	10	207	221	13	15	5							471	0	0	2		2	
	TRUCK	0	2	3	1	0	0													
12:45 - 1:00 PM	TOTAL	8	202	208	11	11	4							444	0	0	2		2	
	TRUCK	0	6	1	0	1	0													
1:00 - 1:15 PM	TOTAL	8	200	196	7	10	8							429	0	0	3		3	
	TRUCK	0	2	2	0	0	0													
1:15 - 1:30 PM	TOTAL	14	202	207	8	9	6							446	0	0	0			
	TRUCK	0	3	3	0	0	0													
1:30 - 1:45 PM	TOTAL	13	190	191	6	11	7							418	1	0	0		1	
	TRUCK	0	1	3	0	0	0													
1:45 - 2:00 PM	TOTAL	7	182	206	7	11	8							421	0	0	0			
	TRUCK	0	2	5	0	0	0													
2:00 - 2:15 PM	TOTAL	6	185	228	13	8	4							444	0	0	0			
	TRUCK	0	1	3	0	0	0													
2:15 - 2:30 PM	TOTAL	6	195	197	8	6	4							416	0	0	0			
	TRUCK	0	0	0	0	0	0													
2:30 - 2:45 PM	TOTAL	4	212	212	8	14	7							457	0	0	0			
	TRUCK	0	1	3	0	0	0													
2:45 - 3:00 PM	TOTAL	11	225	178	8	8	2							432	0	1	0		1	
	TRUCK	0	0	1	0	0	0													

1: US 6 EB - Right
2: US 6 EB - Thru
3: US 6 WB - Thru
4: US 6 WB - Left
5: Old Farm NB - Right
6: Old Farm NB - Left

A: Cross US 6 West side of Int
B: Cross US 6 East side of Int
C: Cross Old Farm South side of Int

DATE:	6/9/2018	JOB NO:	18070
PERIOD:	12:00 - 3:00 PM	NAME:	Traffic Databank
LOCATION:	US 6 (East Main Street) & Old Farm Lane	INT #:	2

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	35	821	864	43	51	19							1,833			4		4	
	TRUCK	0%	1%	1%	5%	6%	0%													0.96
12:15 - 1:15 PM	TOTAL	30	833	847	41	48	21							1,820			7		7	
	TRUCK	0%	1%	1%	2%	4%	0%													0.96
12:30 - 1:30 PM	TOTAL	40	811	832	39	45	23							1,790			7		7	
	TRUCK	0%	2%	1%	3%	2%	0%													0.95
12:45 - 1:45 PM	TOTAL	43	794	802	32	41	25							1,737	1		5		6	
	TRUCK	0%	2%	1%	0%	2%	0%													0.97
1:00 - 2:00 PM	TOTAL	42	774	800	28	41	29							1,714	1		3		4	
	TRUCK	0%	1%	2%	0%	0%	0%													0.96
1:15 - 2:15 PM	TOTAL	40	759	832	34	39	25							1,729	1				1	
	TRUCK	0%	1%	2%	0%	0%	0%													0.97
1:30 - 2:30 PM	TOTAL	32	752	822	34	36	23							1,699	1				1	
	TRUCK	0%	1%	1%	0%	0%	0%													0.96
1:45 - 2:45 PM	TOTAL	23	774	843	36	39	23							1,738						
	TRUCK	0%	1%	1%	0%	0%	0%													0.95
2:00 - 3:00 PM	TOTAL	27	817	815	37	36	17							1,749		1			1	
	TRUCK	0%	0%	1%	0%	0%	0%													0.96

1: US 6 EB - Right
2: US 6 EB - Thru
3: US 6 WB - Thru
4: US 6 WB - Left
5: Old Farm NB - Right
6: Old Farm NB - Left
7:
8:
9:
10:
11:
12:

A: Cross US 6 West side of Int
B: Cross US 6 East side of Int
C: Cross Old Farm South side of Int
D:

DATE:	6/9/2018	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18070
PERIOD:	12:00 - 3:00 PM		NAME:	Traffic Databank
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street		INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	20	185	6	2	214	7	1	0	0	7	2	16	460	2	0	1	0	3	
	TRUCK	1	2	0	0	5	0	0	0	0	0	0	1							
12:15 - 12:30 PM	TOTAL	9	200	1	1	193	9	4	3	9	8	4	24	465	2	0	0	1	3	
	TRUCK	0	3	0	0	3	0	0	0	1	0	0	0							
12:30 - 12:45 PM	TOTAL	24	211	3	3	200	4	6	4	5	9	6	32	507	0	0	0	0		
	TRUCK	0	1	0	0	2	0	0	0	0	1	0	1							
12:45 - 1:00 PM	TOTAL	18	203	3	1	191	5	5	0	1	11	2	13	453	0	0	0	0		
	TRUCK	1	5	0	0	2	0	0	0	0	0	0	0							
1:00 - 1:15 PM	TOTAL	19	190	5	2	169	4	1	5	7	8	6	19	435	0	0	0	2	2	
	TRUCK	0	2	0	0	2	0	0	0	0	0	0	0							
1:15 - 1:30 PM	TOTAL	18	186	2	1	198	10	2	1	3	4	1	24	450	0	0	0	0		
	TRUCK	0	1	0	0	3	0	0	0	0	0	0	0							
1:30 - 1:45 PM	TOTAL	20	185	1	11	194	7	1	0	2	6	5	28	460	0	0	0	0		
	TRUCK	0	4	0	0	5	0	0	0	0	0	0	0							
1:45 - 2:00 PM	TOTAL	20	163	2	3	196	4	2	1	5	8	3	25	432	2	0	1	0	3	
	TRUCK	0	2	0	0	4	0	0	0	0	0	0	0							
2:00 - 2:15 PM	TOTAL	22	195	6	2	192	5	3	3	2	6	3	27	466	0	0	0	0		
	TRUCK	0	2	0	0	3	0	0	0	0	0	0	1							
2:15 - 2:30 PM	TOTAL	19	186	2	1	195	8	6	5	4	5	5	18	454	3	0	0	4	7	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0							
2:30 - 2:45 PM	TOTAL	17	210	2	5	184	6	3	2	1	10	3	16	459	0	0	0	0		
	TRUCK	0	1	0	0	1	0	0	0	0	0	0	0							
2:45 - 3:00 PM	TOTAL	26	203	2	0	164	4	1	1	6	5	3	22	437	0	0	1	1	2	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0							

1: US 6 EB - Right
2: US 6 EB - Thru
3: US 6 EB - Left
4: US 6 WB - Right
5: US 6 WB - Thru
6: US 6 WB - Left
7: Lakeland SB - Right
8: Lakeland SB - Thru
9: Lakeland SB - Left
10: Mohegan NB - Right
11: Mohegan NB - Thru
12: Mohegan NB - Left

A: Cross US 6 West side of Int
B: Cross US 6 East side of Int
C: Cross Lakeland North side of Int
D: Cross Mohegan South side of Int

DATE:	6/9/2018		JOB NO:	18070
PERIOD:	12:00 - 3:00 PM		NAME:	Traffic Databank
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street		INT #:	3

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	71	799	13	7	798	25	16	7	15	35	14	85	1,885	4		1	1	6	
	TRUCK	3%	1%	0%	0%	2%	0%	0%	0%	7%	3%	0%	2%							0.93
12:15 - 1:15 PM	TOTAL	70	804	12	7	753	22	16	12	22	36	18	88	1,860	2			3	5	
	TRUCK	1%	1%	0%	0%	1%	0%	0%	0%	5%	3%	0%	1%							0.92
12:30 - 1:30 PM	TOTAL	79	790	13	7	758	23	14	10	16	32	15	88	1,845				2	2	
	TRUCK	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	1%							0.91
12:45 - 1:45 PM	TOTAL	75	764	11	15	752	26	9	6	13	29	14	84	1,798				2	2	
	TRUCK	1%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%							0.98
1:00 - 2:00 PM	TOTAL	77	724	10	17	757	25	6	7	17	26	15	96	1,777	2		1	2	5	
	TRUCK	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%							0.97
1:15 - 2:15 PM	TOTAL	80	729	11	17	780	26	8	5	12	24	12	104	1,808	2		1		3	
	TRUCK	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%							0.97
1:30 - 2:30 PM	TOTAL	81	729	11	17	777	24	12	9	13	25	16	98	1,812	5		1	4	10	
	TRUCK	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%							0.97
1:45 - 2:45 PM	TOTAL	78	754	12	11	767	23	14	11	12	29	14	86	1,811	5		1	4	10	
	TRUCK	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%							0.97
2:00 - 3:00 PM	TOTAL	84	794	12	8	735	23	13	11	13	26	14	83	1,816	3		1	5	9	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%							0.97

1: US 6 EB - Right
2: US 6 EB - Thru
3: US 6 EB - Left
4: US 6 WB - Right
5: US 6 WB - Thru
6: US 6 WB - Left
7: Lakeland SB - Right
8: Lakeland SB - Thru
9: Lakeland SB - Left
10: Mohegan NB - Right
11: Mohegan NB - Thru
12: Mohegan NB - Left

A: Cross US 6 West side of Int
B: Cross US 6 East side of Int
C: Cross Lakeland North side of Int
D: Cross Mohegan South side of Int

DATE:	6/9/2018	JOB NO:	18070
PERIOD:	12:00 - 3:00 PM	NAME:	Traffic Databank
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway	INT #:	4

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	0	0	2	14	0	7	0	12	14	1	20	0	70	1	0	0	1	2	
	TRUCK	0	0	0	1	0	0	0	0	1	0	0	0							
12:15 - 12:30 PM	TOTAL	1	0	2	18	0	2	0	9	11	2	15	0	60	0	0	0	0		
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
12:30 - 12:45 PM	TOTAL	0	0	1	20	0	1	1	17	16	7	22	0	85	0	0	0	0		
	TRUCK	0	0	0	0	0	0	0	0	0	0	1	0							
12:45 - 1:00 PM	TOTAL	0	0	0	15	0	3	0	14	10	4	15	0	61	2	0	2	0	4	
	TRUCK	0	0	0	0	0	0	0	1	0	0	1	0							
1:00 - 1:15 PM	TOTAL	0	0	0	17	0	2	0	11	15	3	16	0	64	0	0	1	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
1:15 - 1:30 PM	TOTAL	0	0	0	19	0	3	0	11	16	2	14	0	65	1	0	1	0	2	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
1:30 - 1:45 PM	TOTAL	0	0	1	16	0	3	1	10	12	1	17	0	61	0	0	1	1	2	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
1:45 - 2:00 PM	TOTAL	0	0	1	24	0	3	0	7	20	2	15	1	73	0	0	1	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
2:00 - 2:15 PM	TOTAL	1	0	0	16	0	1	0	19	14	2	18	1	72	0	0	0	0		
	TRUCK	0	0	0	0	0	0	0	0	0	0	1	0							
2:15 - 2:30 PM	TOTAL	0	0	0	21	0	2	0	15	13	7	10	0	68	0	0	1	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
2:30 - 2:45 PM	TOTAL	0	0	0	12	0	5	0	13	11	1	15	0	57	0	1	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
2:45 - 3:00 PM	TOTAL	0	0	2	20	0	4	2	14	17	3	10	0	72	0	1	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							

1: Site Dwy NB - Right
2: Site Dwy NB - Thru
3: Site Dwy NB - Left
4: CVS Dwy SB - Right
5: CVS Dwy SB - Thru
6: CVS Dwy SB - Left
7: Mohegan Ave EB - Right
8: Mohegan Ave EB - Thru
9: Mohegan Ave EB - Left
10: Mohegan Ave WB - Right
11: Mohegan Ave WB - Thru
12: Mohegan Ave WB - Left

A: Cross Site Dwy South side of Int
B: Cross CVS Dwy North side of Int
C: Cross Mohegan West side of Int
D: Cross Mohegan East side of Int

DATE:	6/9/2018		JOB NO:	18070
PERIOD:	12:00 - 3:00 PM		NAME:	Traffic Databank
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway		INT #:	4

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

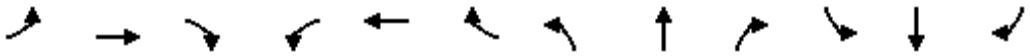
TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	1		5	67		13	1	52	51	14	72		276	3		2	1	6	
	TRUCK	0%		0%	1%		0%	0%	2%	2%	0%	3%								0.81
12:15 - 1:15 PM	TOTAL	1		3	70		8	1	51	52	16	68		270	2		3		5	
	TRUCK	0%		0%	0%		0%	0%	2%	0%	0%	3%								0.79
12:30 - 1:30 PM	TOTAL			1	71		9	1	53	57	16	67		275	3		4		7	
	TRUCK			0%	0%		0%	0%	2%	0%	0%	3%								0.81
12:45 - 1:45 PM	TOTAL			1	67		11	1	46	53	10	62		251	3		5	1	9	
	TRUCK			0%	0%		0%	0%	2%	0%	0%	2%								0.97
1:00 - 2:00 PM	TOTAL			2	76		11	1	39	63	8	62	1	263	1		4	1	6	
	TRUCK			0%	0%		0%	0%	0%	0%	0%	0%	0%							0.90
1:15 - 2:15 PM	TOTAL	1		2	75		10	1	47	62	7	64	2	271	1		3	1	5	
	TRUCK	0%		0%	0%		0%	0%	0%	0%	0%	2%	0%							0.93
1:30 - 2:30 PM	TOTAL	1		2	77		9	1	51	59	12	60	2	274			3	1	4	
	TRUCK	0%		0%	0%		0%	0%	0%	0%	0%	2%	0%							0.94
1:45 - 2:45 PM	TOTAL	1		1	73		11		54	58	12	58	2	270		1	2		3	
	TRUCK	0%		0%	0%		0%		0%	0%	0%	2%	0%							0.92
2:00 - 3:00 PM	TOTAL	1		2	69		12	2	61	55	13	53	1	269		2	1		3	
	TRUCK	0%		0%	0%		0%	0%	0%	0%	0%	2%	0%							0.93

1: Site Dwy NB - Right
2: Site Dwy NB - Thru
3: Site Dwy NB - Left
4: CVS Dwy SB - Right
5: CVS Dwy SB - Thru
6: CVS Dwy SB - Left
7: Mohegan Ave EB - Right
8: Mohegan Ave EB - Thru
9: Mohegan Ave EB - Left
10: Mohegan Ave WB - Right
11: Mohegan Ave WB - Thru
12: Mohegan Ave WB - Left

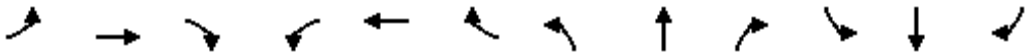
A: Cross Site Dwy South side of Int
B: Cross CVS Dwy North side of Int
C: Cross Mohegan West side of Int
D: Cross Mohegan East side of Int

APPENDIX D

CAPACITY ANALYSES



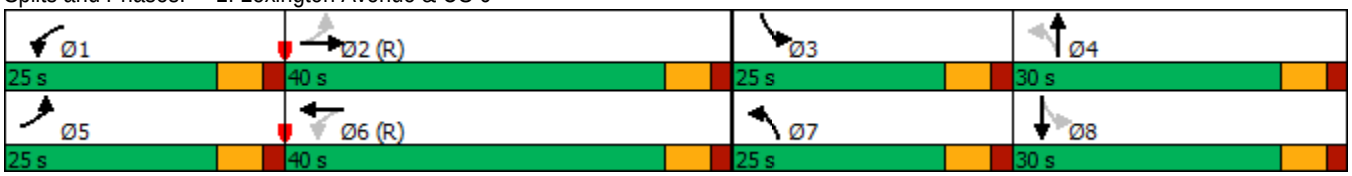
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	561	108	71	524	14	108	57	119	42	75	70
Future Volume (vph)	54	561	108	71	524	14	108	57	119	42	75	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.899			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1531	0	1685	1614	0
Flt Permitted	0.300			0.186			0.405			0.625		
Satd. Flow (perm)	532	1703	0	333	1818	0	712	1531	0	1102	1614	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	57	597	115	76	557	15	115	61	127	45	80	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	712	0	76	572	0	115	188	0	45	154	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

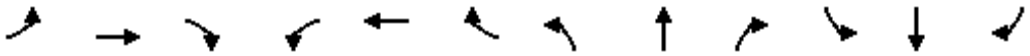


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.15	0.78		0.28	0.58		0.41	0.66		0.18	0.71	
Control Delay	12.1	32.8		17.3	24.6		36.3	56.8		31.3	66.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.1	32.8		17.3	24.6		36.3	56.8		31.3	66.9	
Queue Length 50th (ft)	16	436		20	191		69	140		26	116	
Queue Length 95th (ft)	42	#826		77	442		105	204		49	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	514	911		424	978		348	318		393	322	
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	0.11	0.78		0.18	0.58		0.33	0.59		0.11	0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	561	108	71	524	14	108	57	119	42	75	70
Future Volume (veh/h)	54	561	108	71	524	14	108	57	119	42	75	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	57	597	115	76	557	15	115	61	127	45	80	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	415	820	158	307	1030	28	220	88	183	174	99	92
Arrive On Green	0.03	0.57	0.57	0.03	0.58	0.58	0.07	0.16	0.16	0.03	0.12	0.12
Sat Flow, veh/h	1702	1436	277	1725	1783	48	1776	536	1116	1649	802	741
Grp Volume(v), veh/h	57	0	712	76	0	572	115	0	188	45	0	154
Grp Sat Flow(s),veh/h/ln	1702	0	1712	1725	0	1831	1776	0	1651	1649	0	1543
Q Serve(g_s), s	1.7	0.0	36.6	2.2	0.0	23.0	6.6	0.0	12.9	2.8	0.0	11.7
Cycle Q Clear(g_c), s	1.7	0.0	36.6	2.2	0.0	23.0	6.6	0.0	12.9	2.8	0.0	11.7
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.68	1.00		0.48
Lane Grp Cap(c), veh/h	415	0	978	307	0	1058	220	0	271	174	0	191
V/C Ratio(X)	0.14	0.00	0.73	0.25	0.00	0.54	0.52	0.00	0.69	0.26	0.00	0.81
Avail Cap(c_a), veh/h	639	0	978	523	0	1058	374	0	330	383	0	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	18.9	16.1	0.0	15.6	41.5	0.0	47.3	44.3	0.0	51.2
Incr Delay (d2), s/veh	0.1	0.0	4.7	0.2	0.0	2.0	0.7	0.0	3.1	0.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.9	0.8	0.0	9.7	3.0	0.0	5.5	1.2	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	23.6	16.2	0.0	17.5	42.2	0.0	50.4	44.6	0.0	54.2
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	D
Approach Vol, veh/h		769			648			303			199	
Approach Delay, s/veh		22.8			17.4			47.3			52.1	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.6	9.8	25.7	9.2	75.3	14.6	20.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.2	38.6	4.8	14.9	3.7	25.0	8.6	13.7
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.4	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	719	21	25	614	21	80
Future Volume (vph)	719	21	25	614	21	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	757	22	26	646	22	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	779	0	26	646	106	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

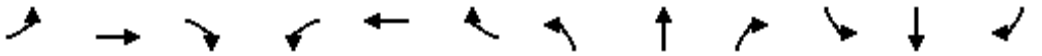
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	719	21	25	614	21	80
Future Vol, veh/h	719	21	25	614	21	80
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	757	22	26	646	22	84

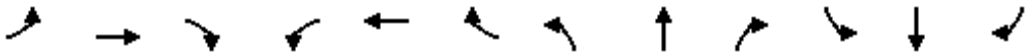
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	785	0	1476	775
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	843	-	140	396
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	838	-	134	393
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	493	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	838	-
HCM Lane V/C Ratio	0.297	-	-	0.031	-
HCM Control Delay (s)	19.2	-	-	9.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-



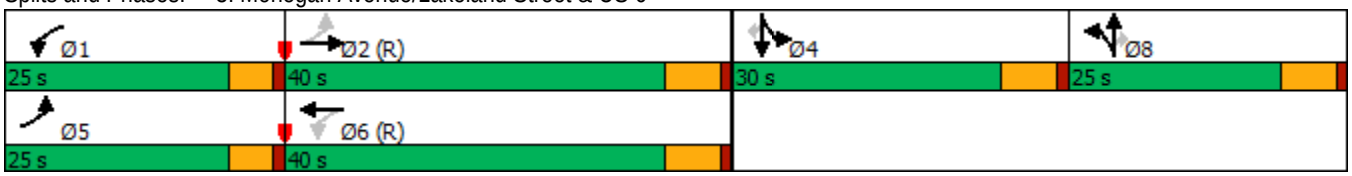
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	675	54	29	556	26	34	24	62	16	18	19
Future Volume (vph)	58	675	54	29	556	26	34	24	62	16	18	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.989			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.977	
Satd. Flow (prot)	1814	1799	0	1778	1781	0	0	1863	1631	0	1724	1500
Flt Permitted	0.316			0.251				0.971			0.977	
Satd. Flow (perm)	603	1799	0	470	1781	0	0	1853	1593	0	1722	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	62	726	58	31	598	28	37	26	67	17	19	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	784	0	31	626	0	0	63	67	0	36	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

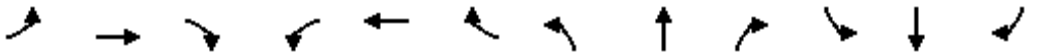


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.12	0.63		0.08	0.53			0.47	0.29		0.28	0.09
Control Delay	12.1	24.9		7.7	17.6			64.2	3.1		55.2	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.1	24.9		7.7	17.6			64.2	3.1		55.2	0.8
Queue Length 50th (ft)	18	398		6	264			48	0		27	0
Queue Length 95th (ft)	m46	#766		22	532			92	0		56	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	652	1251		569	1188			294	359		344	392
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	0.10	0.63		0.05	0.53			0.21	0.19		0.10	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





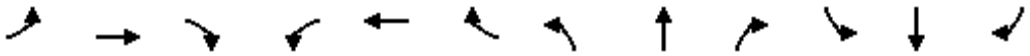
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	675	54	29	556	26	34	24	62	16	18	19
Future Volume (veh/h)	58	675	54	29	556	26	34	24	62	16	18	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	62	726	58	31	598	28	37	26	0	17	19	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	554	1186	95	428	1159	54	49	35		36	40	64
Arrive On Green	0.04	0.70	0.70	0.03	0.69	0.69	0.04	0.04	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1703	136	1759	1687	79	1129	793	1677	874	977	1547
Grp Volume(v), veh/h	62	0	784	31	0	626	63	0	0	36	0	20
Grp Sat Flow(s),veh/h/ln	1847	0	1839	1759	0	1766	1922	0	1677	1850	0	1547
Q Serve(g_s), s	1.2	0.0	27.1	0.6	0.0	20.6	3.9	0.0	0.0	2.3	0.0	1.5
Cycle Q Clear(g_c), s	1.2	0.0	27.1	0.6	0.0	20.6	3.9	0.0	0.0	2.3	0.0	1.5
Prop In Lane	1.00		0.07	1.00		0.04	0.59		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	554	0	1281	428	0	1213	84	0		77	0	64
V/C Ratio(X)	0.11	0.00	0.61	0.07	0.00	0.52	0.75	0.00		0.47	0.00	0.31
Avail Cap(c_a), veh/h	794	0	1281	674	0	1213	304	0		370	0	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	9.6	7.9	0.0	9.1	56.7	0.0	0.0	56.2	0.0	55.9
Incr Delay (d2), s/veh	0.1	0.0	2.2	0.0	0.0	1.6	4.9	0.0	0.0	1.7	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	10.4	0.2	0.0	7.6	2.0	0.0	0.0	1.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.0	11.8	8.0	0.0	10.7	61.6	0.0	0.0	57.9	0.0	56.9
LnGrp LOS	A	A	B	A	A	B	E	A		E	A	E
Approach Vol, veh/h		846			657			63	A		56	
Approach Delay, s/veh		11.5			10.6			61.6			57.5	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	89.6		11.0	9.4	88.4		11.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.6	29.1		4.3	3.2	22.6		5.9				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.2	1.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	44	37	10	78	8	29	2	6	3	4	13
Future Volume (vph)	20	44	37	10	78	8	29	2	6	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.951			0.988			0.978			0.912	
Flt Protected		0.990			0.995			0.963			0.992	
Satd. Flow (prot)	0	1691	0	0	3516	0	0	1792	0	0	1719	0
Flt Permitted		0.990			0.995			0.963			0.992	
Satd. Flow (perm)	0	1691	0	0	3516	0	0	1792	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	26	57	48	13	101	10	38	3	8	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	124	0	0	49	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

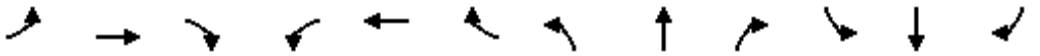
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	44	37	10	78	8	29	2	6	3	4	13
Future Vol, veh/h	20	44	37	10	78	8	29	2	6	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	26	57	48	13	101	10	38	3	8	4	5	17

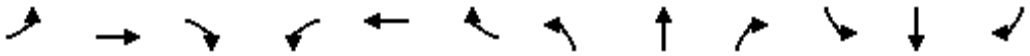
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	105	0	0	213	271	82	273	290	58
Stage 1	-	-	-	-	-	-	133	133	-	133	133	-
Stage 2	-	-	-	-	-	-	80	138	-	140	157	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1424	-	-	1499	-	-	777	689	995	673	624	1002
Stage 1	-	-	-	-	-	-	900	820	-	862	790	-
Stage 2	-	-	-	-	-	-	938	817	-	868	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1499	-	-	741	668	994	650	605	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	668	-	650	605	-
Stage 1	-	-	-	-	-	-	882	804	-	844	782	-
Stage 2	-	-	-	-	-	-	907	809	-	840	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.8	10	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	1423	-	-	1499	-	-	826
HCM Lane V/C Ratio	0.063	0.018	-	-	0.009	-	-	0.031
HCM Control Delay (s)	10	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	631	120	92	681	18	148	43	121	54	48	85
Future Volume (vph)	83	631	120	92	681	18	148	43	121	54	48	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.889			0.904	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1582	0	1769	1615	0
Flt Permitted	0.178			0.116			0.407			0.650		
Satd. Flow (perm)	331	1810	0	216	1837	0	739	1582	0	1208	1615	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	86	651	124	95	702	19	153	44	125	56	49	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	775	0	95	721	0	153	169	0	56	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

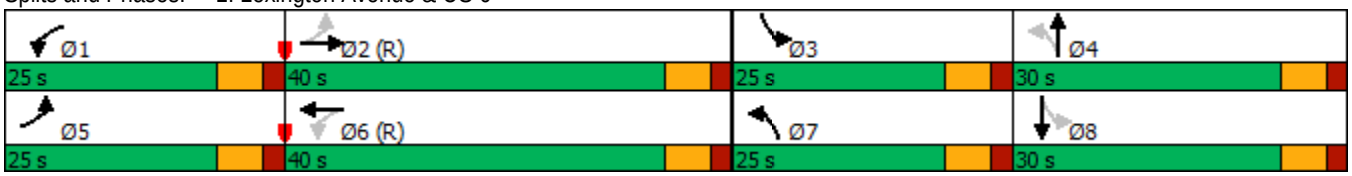


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.32	0.85		0.42	0.75		0.48	0.57		0.22	0.70	
Control Delay	14.5	38.2		23.4	34.7		37.4	51.7		31.6	67.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.5	38.2		23.4	34.7		37.4	51.7		31.6	67.9	
Queue Length 50th (ft)	25	496		40	385		93	123		32	103	
Queue Length 95th (ft)	58	#923		m77	m#779		134	182		57	163	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	431	912		379	964		367	328		416	323	
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	0.85		0.25	0.75		0.42	0.52		0.13	0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lexington Avenue & US 6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	631	120	92	681	18	148	43	121	54	48	85
Future Volume (veh/h)	83	631	120	92	681	18	148	43	121	54	48	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	86	651	124	95	702	19	153	44	125	56	49	88
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	337	858	163	296	1023	28	249	68	193	198	59	106
Arrive On Green	0.04	0.57	0.57	0.04	0.57	0.57	0.09	0.16	0.16	0.04	0.10	0.10
Sat Flow, veh/h	1773	1513	288	1781	1797	49	1833	435	1237	1720	562	1009
Grp Volume(v), veh/h	86	0	775	95	0	721	153	0	169	56	0	137
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1845	1833	0	1672	1720	0	1570
Q Serve(g_s), s	2.4	0.0	39.3	2.7	0.0	33.1	8.6	0.0	11.4	3.5	0.0	10.3
Cycle Q Clear(g_c), s	2.4	0.0	39.3	2.7	0.0	33.1	8.6	0.0	11.4	3.5	0.0	10.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.74	1.00		0.64
Lane Grp Cap(c), veh/h	337	0	1021	296	0	1051	249	0	260	198	0	164
V/C Ratio(X)	0.25	0.00	0.76	0.32	0.00	0.69	0.61	0.00	0.65	0.28	0.00	0.83
Avail Cap(c_a), veh/h	554	0	1021	509	0	1051	375	0	334	403	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	19.8	17.3	0.0	18.3	41.4	0.0	47.6	45.6	0.0	52.7
Incr Delay (d2), s/veh	0.1	0.0	5.3	0.2	0.0	3.7	0.9	0.0	1.1	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	16.9	1.0	0.0	14.4	4.0	0.0	4.8	1.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	25.1	17.5	0.0	21.9	42.3	0.0	48.7	45.9	0.0	56.9
LnGrp LOS	B	A	C	B	A	C	D	A	D	D	A	E
Approach Vol, veh/h		861			816			322			193	
Approach Delay, s/veh		24.1			21.4			45.7			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	74.0	10.7	24.7	10.3	74.3	16.8	18.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.7	41.3	5.5	13.4	4.4	35.1	10.6	12.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.1	0.0	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	799	48	80	844	33	56
Future Volume (vph)	799	48	80	844	33	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1859	0	1369	1930	1688	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1859	0	1369	1930	1688	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	824	49	82	870	34	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	873	0	82	870	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.8

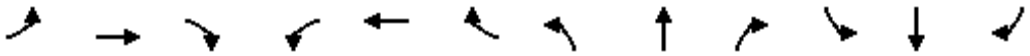
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	799	48	80	844	33	56
Future Vol, veh/h	799	48	80	844	33	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	824	49	82	870	34	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	873	0	1883	849
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	1034	-
Critical Hdwy	-	-	4.49	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.551	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	637	-	77	364
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	637	-	67	364
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	27
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	-	-	637	-
HCM Lane V/C Ratio	0.361	-	-	0.129	-
HCM Control Delay (s)	27	-	-	11.5	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.6	-	-	0.4	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	764	90	39	844	13	123	30	57	20	23	15
Future Volume (vph)	21	764	90	39	844	13	123	30	57	20	23	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.984			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.977	
Satd. Flow (prot)	1814	1857	0	1778	1824	0	0	1830	1631	0	1685	1500
Flt Permitted	0.105			0.096				0.961			0.977	
Satd. Flow (perm)	200	1857	0	180	1824	0	0	1799	1631	0	1685	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	22	813	96	41	898	14	131	32	61	21	24	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	909	0	41	912	0	0	163	61	0	45	16
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38

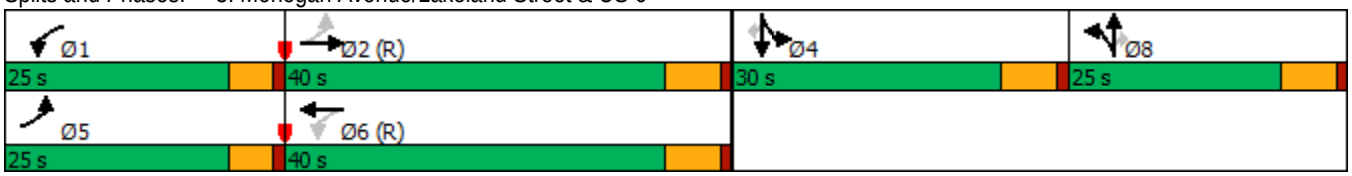


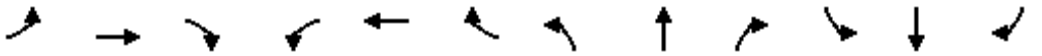
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.10	0.84		0.21	0.84			0.67	0.19		0.34	0.07
Control Delay	19.1	37.5		13.1	32.3			62.3	1.3		56.9	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	19.1	37.5		13.1	32.3			62.3	1.3		56.9	0.6
Queue Length 50th (ft)	8	543		10	597			122	0		34	0
Queue Length 95th (ft)	m19	#1086		34	#1128			186	0		66	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	401	1081		385	1089			297	372		337	388
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	0.05	0.84		0.11	0.84			0.55	0.16		0.13	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





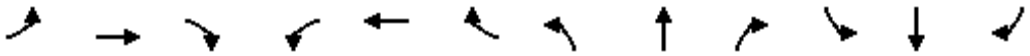
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	764	90	39	844	13	123	30	57	20	23	15
Future Volume (veh/h)	21	764	90	39	844	13	123	30	57	20	23	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	22	813	96	41	898	14	131	32	0	21	24	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	261	1049	124	278	1121	17	157	38		43	49	72
Arrive On Green	0.02	0.62	0.62	0.03	0.63	0.63	0.11	0.11	0.00	0.05	0.05	0.05
Sat Flow, veh/h	1847	1688	199	1759	1777	28	1482	362	1677	864	987	1452
Grp Volume(v), veh/h	22	0	909	41	0	912	163	0	0	45	0	16
Grp Sat Flow(s),veh/h/ln	1847	0	1888	1759	0	1805	1845	0	1677	1851	0	1452
Q Serve(g_s), s	0.5	0.0	42.2	1.0	0.0	45.2	10.4	0.0	0.0	2.8	0.0	1.3
Cycle Q Clear(g_c), s	0.5	0.0	42.2	1.0	0.0	45.2	10.4	0.0	0.0	2.8	0.0	1.3
Prop In Lane	1.00		0.11	1.00		0.02	0.80		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	261	0	1173	278	0	1139	195	0		92	0	72
V/C Ratio(X)	0.08	0.00	0.77	0.15	0.00	0.80	0.84	0.00		0.49	0.00	0.22
Avail Cap(c_a), veh/h	529	0	1173	517	0	1139	292	0		370	0	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.6	15.4	0.0	16.5	52.6	0.0	0.0	55.5	0.0	54.8
Incr Delay (d2), s/veh	0.1	0.0	5.0	0.1	0.0	6.0	12.3	0.0	0.0	1.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.3	0.4	0.0	18.8	5.5	0.0	0.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	21.6	15.5	0.0	22.5	64.9	0.0	0.0	57.0	0.0	55.3
LnGrp LOS	B	A	C	B	A	C	E	A		E	A	E
Approach Vol, veh/h		931			953			163	A		61	
Approach Delay, s/veh		21.5			22.2			64.9			56.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	80.6		12.0	7.6	81.7		18.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.0	44.2		4.8	2.5	47.2		12.4				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		26.2	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	60	36	13	85	13	56	2	5	15	4	69
Future Volume (vph)	56	60	36	13	85	13	56	2	5	15	4	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.968			0.983			0.990			0.893	
Flt Protected		0.982			0.994			0.957			0.992	
Satd. Flow (prot)	0	1797	0	0	3580	0	0	1845	0	0	1683	0
Flt Permitted		0.982			0.994			0.957			0.992	
Satd. Flow (perm)	0	1797	0	0	3580	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	58	62	37	13	88	13	58	2	5	15	4	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	114	0	0	65	0	0	90	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

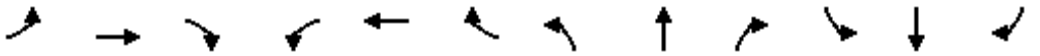
Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	60	36	13	85	13	56	2	5	15	4	69
Future Vol, veh/h	56	60	36	13	85	13	56	2	5	15	4	69
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	62	37	13	88	13	58	2	5	15	4	71

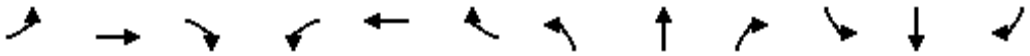
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	104	0	0	278	330	87	323	342	56
Stage 1	-	-	-	-	-	-	202	202	-	122	122	-
Stage 2	-	-	-	-	-	-	76	128	-	201	220	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1503	-	-	1500	-	-	722	649	989	623	583	1005
Stage 1	-	-	-	-	-	-	851	781	-	875	799	-
Stage 2	-	-	-	-	-	-	950	823	-	805	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1502	-	-	1493	-	-	636	613	983	594	551	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	613	-	594	551	-
Stage 1	-	-	-	-	-	-	812	745	-	838	791	-
Stage 2	-	-	-	-	-	-	867	815	-	765	692	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.9	11.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1502	-	-	1493	-	-	867
HCM Lane V/C Ratio	0.099	0.038	-	-	0.009	-	-	0.105
HCM Control Delay (s)	11.1	7.5	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	704	201	71	779	23	206	36	122	34	50	69
Future Volume (vph)	85	704	201	71	779	23	206	36	122	34	50	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.967			0.996			0.884			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1795	0	1805	1866	0	1754	1588	0	1769	1668	0
Flt Permitted	0.070			0.072			0.436			0.652		
Satd. Flow (perm)	129	1795	0	137	1866	0	803	1588	0	1209	1668	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	89	741	212	75	820	24	217	38	128	36	53	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	953	0	75	844	0	217	166	0	36	126	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.51	1.04		0.44	0.93		0.58	0.44		0.16	0.67	
Control Delay	26.7	72.4		27.7	46.0		38.4	43.3		29.7	67.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.7	72.4		27.7	46.0		38.4	43.3		29.7	67.3	
Queue Length 50th (ft)	28	~828		20	362		132	115		20	95	
Queue Length 95th (ft)	77	#1200		m70	#988		186	176		41	153	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	914		345	903		394	377		415	333	
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	0.27	1.04		0.22	0.93		0.55	0.44		0.09	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 110

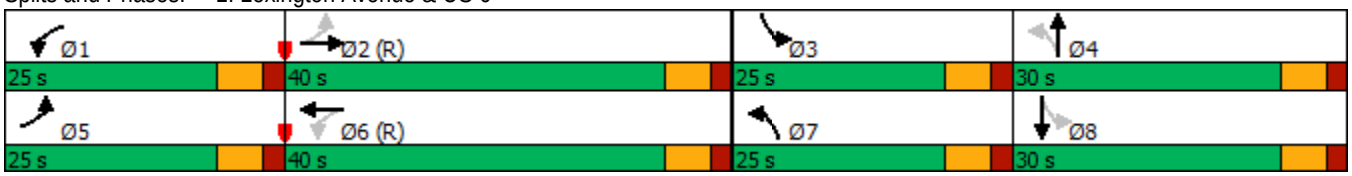
Control Type: Actuated-Coordinated

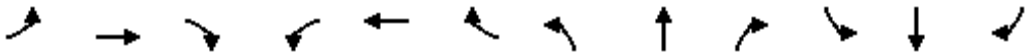
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	704	201	71	779	23	206	36	122	34	50	69
Future Volume (veh/h)	85	704	201	71	779	23	206	36	122	34	50	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	89	741	212	75	820	24	217	38	128	36	53	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	239	766	219	143	995	29	308	74	250	214	65	89
Arrive On Green	0.04	0.55	0.55	0.03	0.55	0.55	0.12	0.19	0.19	0.03	0.09	0.09
Sat Flow, veh/h	1759	1390	398	1810	1822	53	1847	388	1308	1720	683	941
Grp Volume(v), veh/h	89	0	953	75	0	844	217	0	166	36	0	126
Grp Sat Flow(s),veh/h/ln	1759	0	1788	1810	0	1875	1847	0	1696	1720	0	1625
Q Serve(g_s), s	2.7	0.0	61.5	2.2	0.0	44.6	12.3	0.0	10.5	2.3	0.0	9.1
Cycle Q Clear(g_c), s	2.7	0.0	61.5	2.2	0.0	44.6	12.3	0.0	10.5	2.3	0.0	9.1
Prop In Lane	1.00		0.22	1.00		0.03	1.00		0.77	1.00		0.58
Lane Grp Cap(c), veh/h	239	0	985	143	0	1024	308	0	324	214	0	154
V/C Ratio(X)	0.37	0.00	0.97	0.53	0.00	0.82	0.70	0.00	0.51	0.17	0.00	0.82
Avail Cap(c_a), veh/h	451	0	985	370	0	1024	377	0	339	443	0	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	25.9	28.3	0.0	22.5	40.7	0.0	43.5	47.5	0.0	53.3
Incr Delay (d2), s/veh	0.4	0.0	21.8	1.1	0.0	7.5	3.0	0.0	0.5	0.1	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	30.2	1.2	0.0	20.6	5.8	0.0	4.5	1.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	47.7	29.4	0.0	30.0	43.6	0.0	44.0	47.6	0.0	57.3
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		1042			919			383			162	
Approach Delay, s/veh		45.4			30.0			43.8			55.1	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	72.1	9.0	28.9	10.6	71.5	20.5	17.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.2	63.5	4.3	12.5	4.7	46.6	14.3	11.1
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	821	35	43	864	19	51
Future Volume (vph)	821	35	43	864	19	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	855	36	45	900	20	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	891	0	45	900	73	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

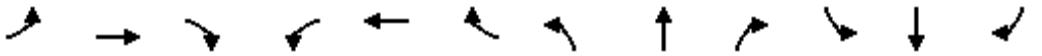
Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	821	35	43	864	19	51
Future Vol, veh/h	821	35	43	864	19	51
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	855	36	45	900	20	53

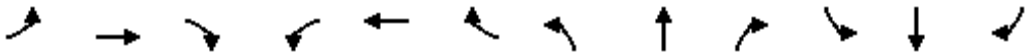
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	895	0	1867	877
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	990	-
Critical Hdwy	-	-	4.15	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	746	-	81	342
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	363	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	743	-	76	341
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	743	-
HCM Lane V/C Ratio	0.259	-	-	0.06	-
HCM Control Delay (s)	22.2	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.2	-



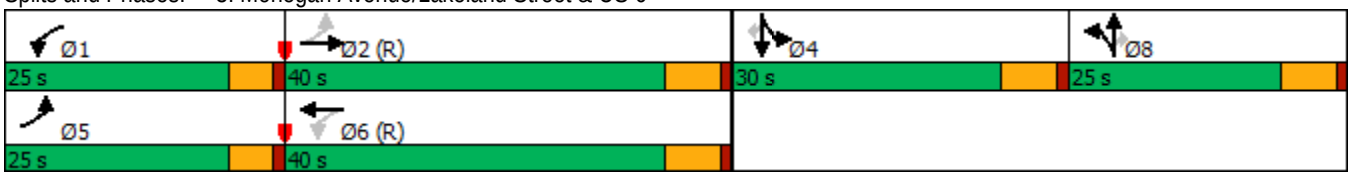
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	799	72	25	798	7	91	15	38	16	7	16
Future Volume (vph)	13	799	72	25	798	7	91	15	38	16	7	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.988			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.959			0.967	
Satd. Flow (prot)	1814	1861	0	1778	1826	0	0	1809	1584	0	1629	1500
Flt Permitted	0.186			0.135				0.959			0.967	
Satd. Flow (perm)	355	1861	0	253	1826	0	0	1790	1584	0	1629	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	14	859	77	27	858	8	98	16	41	17	8	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	936	0	27	866	0	0	114	41	0	25	17
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

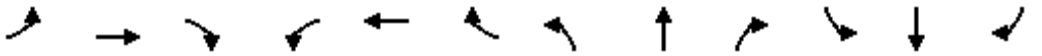


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.04	0.76		0.11	0.70			0.63	0.15		0.21	0.08
Control Delay	16.4	31.1		9.3	21.1			66.2	1.2		53.9	0.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	16.4	31.1		9.3	21.1			66.2	1.2		53.9	0.7
Queue Length 50th (ft)	5	599		6	350			86	0		19	0
Queue Length 95th (ft)	m11	m#827		23	#976			142	0		43	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	499	1229		436	1233			286	357		325	391
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	0.03	0.76		0.06	0.70			0.40	0.11		0.08	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





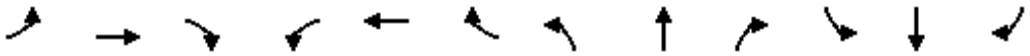
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	799	72	25	798	7	91	15	38	16	7	16
Future Volume (veh/h)	13	799	72	25	798	7	91	15	38	16	7	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	14	859	77	27	858	8	98	16	0	17	8	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	341	1163	104	307	1213	11	123	20		49	23	61
Arrive On Green	0.02	0.67	0.67	0.02	0.68	0.68	0.08	0.08	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1740	156	1759	1790	17	1631	266	1639	1246	586	1528
Grp Volume(v), veh/h	14	0	936	27	0	866	114	0	0	25	0	17
Grp Sat Flow(s),veh/h/ln	1847	0	1896	1759	0	1807	1897	0	1639	1832	0	1528
Q Serve(g_s), s	0.3	0.0	38.8	0.6	0.0	35.6	7.1	0.0	0.0	1.6	0.0	1.3
Cycle Q Clear(g_c), s	0.3	0.0	38.8	0.6	0.0	35.6	7.1	0.0	0.0	1.6	0.0	1.3
Prop In Lane	1.00		0.08	1.00		0.01	0.86		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	341	0	1267	307	0	1224	143	0		73	0	61
V/C Ratio(X)	0.04	0.00	0.74	0.09	0.00	0.71	0.80	0.00		0.34	0.00	0.28
Avail Cap(c_a), veh/h	620	0	1267	557	0	1224	300	0		366	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	13.0	12.3	0.0	12.0	54.6	0.0	0.0	56.1	0.0	55.9
Incr Delay (d2), s/veh	0.0	0.0	3.9	0.0	0.0	3.5	3.8	0.0	0.0	1.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	16.1	0.2	0.0	13.9	3.5	0.0	0.0	0.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	16.9	12.4	0.0	15.4	58.3	0.0	0.0	57.1	0.0	56.9
LnGrp LOS	B	A	B	B	A	B	E	A		E	A	E
Approach Vol, veh/h		950			893			114	A		42	
Approach Delay, s/veh		16.8			15.4			58.3			57.0	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	86.2		10.8	6.9	87.3		15.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.6	40.8		3.6	2.3	37.6		9.1				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		19.4	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	52	1	0	72	14	5	0	1	13	0	67
Future Volume (vph)	51	52	1	0	72	14	5	0	1	13	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.976			0.981			0.887	
Flt Protected		0.976						0.959			0.992	
Satd. Flow (prot)	0	1807	0	0	3488	0	0	1832	0	0	1658	0
Flt Permitted		0.976						0.959			0.992	
Satd. Flow (perm)	0	1807	0	0	3488	0	0	1832	0	0	1658	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	63	64	1	0	89	17	6	0	1	16	0	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	106	0	0	7	0	0	99	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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	

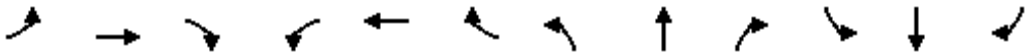
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	52	1	0	72	14	5	0	1	13	0	67
Future Vol, veh/h	51	52	1	0	72	14	5	0	1	13	0	67
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	63	64	1	0	89	17	6	0	1	16	0	83

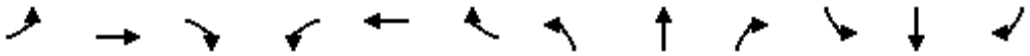
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	68	0	0	241	300	69	290	292	55
Stage 1	-	-	-	-	-	-	194	194	-	98	98	-
Stage 2	-	-	-	-	-	-	47	106	-	192	194	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3095
Pot Cap-1 Maneuver	1484	-	-	1546	-	-	757	669	1009	656	622	1004
Stage 1	-	-	-	-	-	-	857	785	-	903	818	-
Stage 2	-	-	-	-	-	-	979	836	-	814	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1484	-	-	1542	-	-	668	638	1005	632	593	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	638	-	632	593	-
Stage 1	-	-	-	-	-	-	817	748	-	863	818	-
Stage 2	-	-	-	-	-	-	896	836	-	776	709	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0	10.1	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	708	1484	-	-	1542	-	-	915
HCM Lane V/C Ratio	0.01	0.042	-	-	-	-	-	0.108
HCM Control Delay (s)	10.1	7.5	0	-	0	-	-	9.4
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4



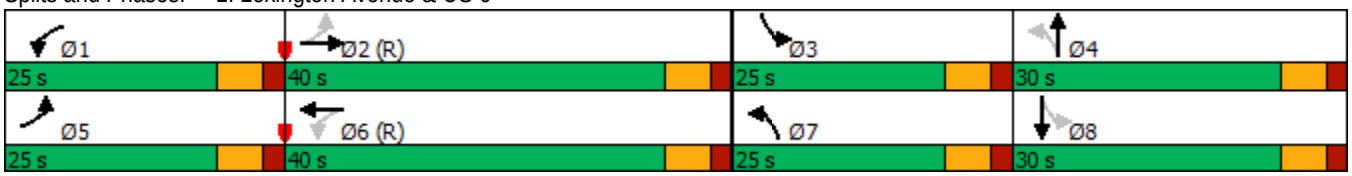
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	605	113	74	567	14	116	59	125	43	77	75
Future Volume (vph)	58	605	113	74	567	14	116	59	125	43	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.898			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.258			0.139			0.386			0.619		
Satd. Flow (perm)	458	1703	0	249	1818	0	679	1530	0	1092	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	644	120	79	603	15	123	63	133	46	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	764	0	79	618	0	123	196	0	46	162	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

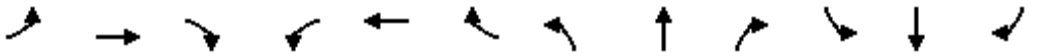


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.85		0.34	0.64		0.44	0.66		0.18	0.73	
Control Delay	12.8	38.2		20.0	27.2		36.2	56.0		30.7	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	38.2		20.0	27.2		36.2	56.0		30.7	67.7	
Queue Length 50th (ft)	18	505		22	210		74	145		26	122	
Queue Length 95th (ft)	45	#925		m77	#506		111	211		49	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	476	896		383	962		349	320		399	322	
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	0.13	0.85		0.21	0.64		0.35	0.61		0.12	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	605	113	74	567	14	116	59	125	43	77	75
Future Volume (veh/h)	58	605	113	74	567	14	116	59	125	43	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	644	120	79	603	15	123	63	133	46	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	375	811	151	261	1014	25	226	91	192	179	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1445	269	1725	1788	44	1776	531	1120	1649	779	760
Grp Volume(v), veh/h	62	0	764	79	0	618	123	0	196	46	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1714	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	42.3	2.3	0.0	26.4	7.0	0.0	13.4	2.9	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	42.3	2.3	0.0	26.4	7.0	0.0	13.4	2.9	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	375	0	962	261	0	1039	226	0	284	179	0	198
V/C Ratio(X)	0.17	0.00	0.79	0.30	0.00	0.59	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	596	0	962	475	0	1039	373	0	330	387	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	20.8	18.7	0.0	17.0	40.7	0.0	46.7	43.8	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.7	0.2	0.0	2.5	0.8	0.0	3.5	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.7	0.9	0.0	11.3	3.1	0.0	5.8	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	27.6	19.0	0.0	19.5	41.4	0.0	50.2	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		826			697			319			208	
Approach Delay, s/veh		26.5			19.4			46.8			53.3	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	73.4	9.9	26.6	9.5	74.0	15.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	44.3	4.9	15.4	3.9	28.4	9.0	14.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.1	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	770	22	26	661	22	82
Future Volume (vph)	770	22	26	661	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	811	23	27	696	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	834	0	27	696	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

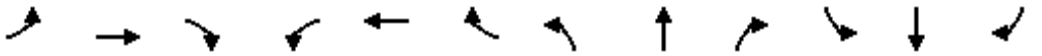
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	770	22	26	661	22	82
Future Vol, veh/h	770	22	26	661	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	811	23	27	696	23	86

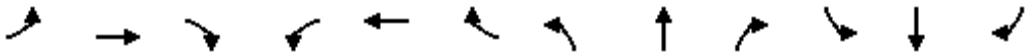
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	840	0	1583	830
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	754	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	804	-	121	368
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	799	-	116	366
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	799	-
HCM Lane V/C Ratio	0.329	-	-	0.034	-
HCM Control Delay (s)	21	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-



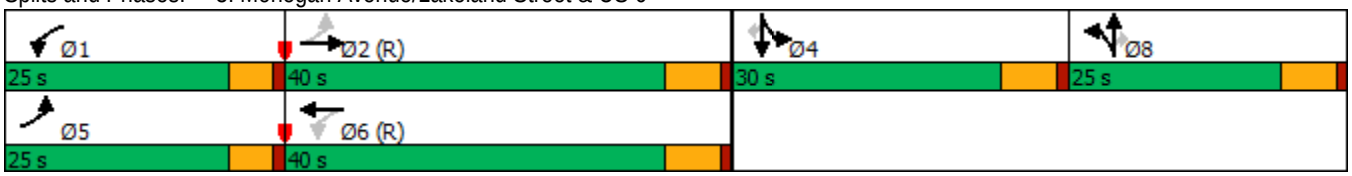
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	713	65	40	597	28	43	26	70	17	20	21
Future Volume (vph)	61	713	65	40	597	28	43	26	70	17	20	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.987			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.970			0.978	
Satd. Flow (prot)	1814	1796	0	1778	1781	0	0	1861	1631	0	1726	1500
Flt Permitted	0.283			0.197				0.970			0.978	
Satd. Flow (perm)	540	1796	0	369	1781	0	0	1851	1593	0	1723	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	767	70	43	642	30	46	28	75	18	22	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	837	0	43	672	0	0	74	75	0	40	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

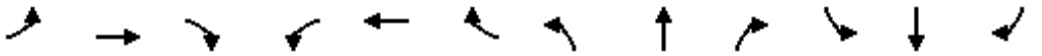


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.15	0.73		0.14	0.60			0.51	0.31		0.30	0.10
Control Delay	13.1	29.6		8.5	20.0			64.7	4.5		55.9	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.1	29.6		8.5	20.0			64.7	4.5		55.9	0.9
Queue Length 50th (ft)	22	495		9	304			56	0		30	0
Queue Length 95th (ft)	m48	m#870		29	608			103	8		60	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	602	1151		501	1122			294	359		345	392
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	0.11	0.73		0.09	0.60			0.25	0.21		0.12	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





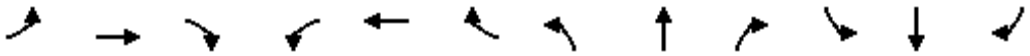
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	713	65	40	597	28	43	26	70	17	20	21
Future Volume (veh/h)	61	713	65	40	597	28	43	26	70	17	20	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	767	70	43	642	30	46	28	0	18	22	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	509	1149	105	387	1144	53	61	37		36	43	66
Arrive On Green	0.04	0.68	0.68	0.03	0.68	0.68	0.05	0.05	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1683	154	1759	1687	79	1193	726	1677	834	1019	1549
Grp Volume(v), veh/h	66	0	837	43	0	672	74	0	0	40	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1836	1759	0	1766	1919	0	1677	1852	0	1549
Q Serve(g_s), s	1.3	0.0	31.9	0.9	0.0	23.8	4.6	0.0	0.0	2.5	0.0	1.7
Cycle Q Clear(g_c), s	1.3	0.0	31.9	0.9	0.0	23.8	4.6	0.0	0.0	2.5	0.0	1.7
Prop In Lane	1.00		0.08	1.00		0.04	0.62		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	509	0	1254	387	0	1197	98	0		79	0	66
V/C Ratio(X)	0.13	0.00	0.67	0.11	0.00	0.56	0.76	0.00		0.51	0.00	0.35
Avail Cap(c_a), veh/h	749	0	1254	624	0	1197	304	0		370	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	11.1	9.5	0.0	10.1	56.2	0.0	0.0	56.2	0.0	55.8
Incr Delay (d2), s/veh	0.1	0.0	2.8	0.0	0.0	1.9	4.4	0.0	0.0	1.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	12.5	0.3	0.0	8.9	2.3	0.0	0.0	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	13.9	9.6	0.0	12.0	60.6	0.0	0.0	58.1	0.0	57.0
LnGrp LOS	A	A	B	A	A	B	E	A		E	A	E
Approach Vol, veh/h		903			715			74	A		63	
Approach Delay, s/veh		13.5			11.8			60.6			57.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	88.0		11.1	9.4	87.3		12.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.9	33.9		4.5	3.3	25.8		6.6				
Green Ext Time (p_c), s	0.1	0.1		0.1	0.2	1.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		16.4	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	47	57	12	82	8	44	2	7	3	4	13
Future Volume (vph)	21	47	57	12	82	8	44	2	7	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.989			0.982			0.912	
Flt Protected		0.992			0.994			0.960			0.992	
Satd. Flow (prot)	0	1677	0	0	3517	0	0	1792	0	0	1719	0
Flt Permitted		0.992			0.994			0.960			0.992	
Satd. Flow (perm)	0	1677	0	0	3517	0	0	1792	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	61	74	16	106	10	57	3	9	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	132	0	0	69	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

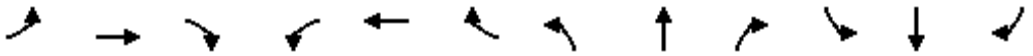
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	47	57	12	82	8	44	2	7	3	4	13
Future Vol, veh/h	21	47	57	12	82	8	44	2	7	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	61	74	16	106	10	57	3	9	4	5	17

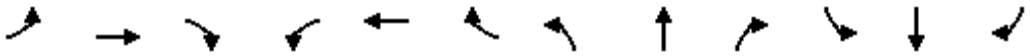
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	135	0	0	241	301	99	303	333	60
Stage 1	-	-	-	-	-	-	152	152	-	144	144	-
Stage 2	-	-	-	-	-	-	89	149	-	159	189	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1462	-	-	749	669	976	642	590	999
Stage 1	-	-	-	-	-	-	884	809	-	850	782	-
Stage 2	-	-	-	-	-	-	929	811	-	848	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	1462	-	-	712	646	975	617	570	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	712	646	-	617	570	-
Stage 1	-	-	-	-	-	-	865	792	-	831	772	-
Stage 2	-	-	-	-	-	-	895	800	-	819	732	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.9	10.4	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	735	1417	-	-	1462	-	-	803
HCM Lane V/C Ratio	0.094	0.019	-	-	0.011	-	-	0.032
HCM Control Delay (s)	10.4	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	736	139	100	787	20	165	44	130	57	49	97
Future Volume (vph)	96	736	139	100	787	20	165	44	130	57	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.644		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1197	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	759	143	103	811	21	170	45	134	59	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	902	0	103	832	0	170	179	0	59	151	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.03		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.4	70.6		30.8	46.3		36.4	49.1		30.3	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.4	70.6		30.8	46.3		36.4	49.1		30.3	67.8	
Queue Length 50th (ft)	31	~739		53	488		102	128		33	114	
Queue Length 95th (ft)	91	#1183		m79	m#853		141	187		57	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
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	0.29	1.03		0.31	0.93		0.45	0.52		0.14	0.47	

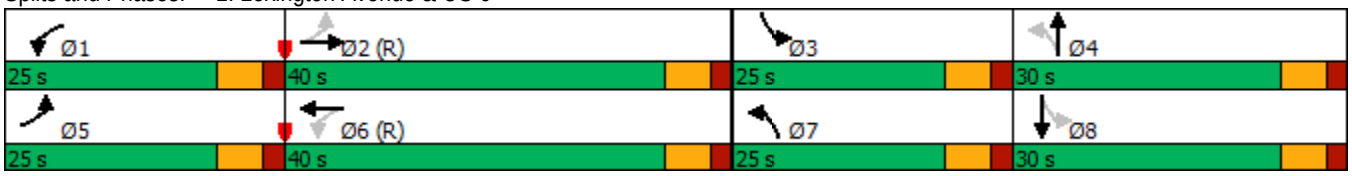
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

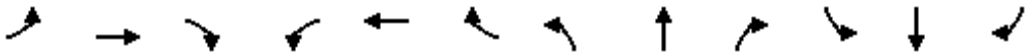
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	736	139	100	787	20	165	44	130	57	49	97
Future Volume (veh/h)	96	736	139	100	787	20	165	44	130	57	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	759	143	103	811	21	170	45	134	59	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	249	829	156	192	985	26	263	72	213	212	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1516	286	1781	1799	47	1833	420	1251	1720	529	1037
Grp Volume(v), veh/h	99	0	902	103	0	832	170	0	179	59	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1846	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	54.5	3.0	0.0	44.5	9.5	0.0	11.9	3.6	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	54.5	3.0	0.0	44.5	9.5	0.0	11.9	3.6	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	249	0	985	192	0	1011	263	0	285	212	0	178
V/C Ratio(X)	0.40	0.00	0.92	0.54	0.00	0.82	0.65	0.00	0.63	0.28	0.00	0.85
Avail Cap(c_a), veh/h	457	0	985	399	0	1011	375	0	334	414	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	24.7	25.6	0.0	22.3	40.3	0.0	46.2	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	14.4	0.9	0.0	7.6	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.6	1.5	0.0	20.2	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	39.1	26.5	0.0	29.9	41.3	0.0	47.8	44.8	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		1001			935			349			210	
Approach Delay, s/veh		37.3			29.5			44.6			53.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.6	10.9	26.5	10.9	71.7	17.7	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	5.0	56.5	5.6	13.9	4.9	46.5	11.5	13.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	915	49	82	961	34	58
Future Volume (vph)	915	49	82	961	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	943	51	85	991	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	994	0	85	991	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

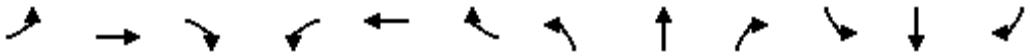
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	915	49	82	961	34	58
Future Vol, veh/h	915	49	82	961	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	943	51	85	991	35	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	994	0	2130	969
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1161	-
Critical Hdwy	-	-	4.49	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.551	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	569	-	54	310
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	297	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	569	-	46	310
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	297	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	569	-
HCM Lane V/C Ratio	0.452	-	-	0.149	-
HCM Control Delay (s)	35.5	-	-	12.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	862	112	58	944	16	146	34	77	24	27	20
Future Volume (vph)	27	862	112	58	944	16	146	34	77	24	27	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.983			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.977	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1830	1631	0	1684	1500
Flt Permitted	0.062			0.061				0.961			0.977	
Satd. Flow (perm)	118	1854	0	114	1824	0	0	1800	1631	0	1684	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	917	119	62	1004	17	155	36	82	26	29	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1036	0	62	1021	0	0	191	82	0	55	21
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.18	1.00		0.39	0.97			0.70	0.23		0.40	0.09
Control Delay	22.6	59.4		20.1	49.8			61.9	3.4		58.5	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	22.6	59.4		20.1	49.8			61.9	3.4		58.5	0.8
Queue Length 50th (ft)	12	~851		17	~860			142	0		42	0
Queue Length 95th (ft)	m25	m#1174		54	#1347			210	13		78	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	358	1036		350	1052			309	381		336	388
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	0.08	1.00		0.18	0.97			0.62	0.22		0.16	0.05

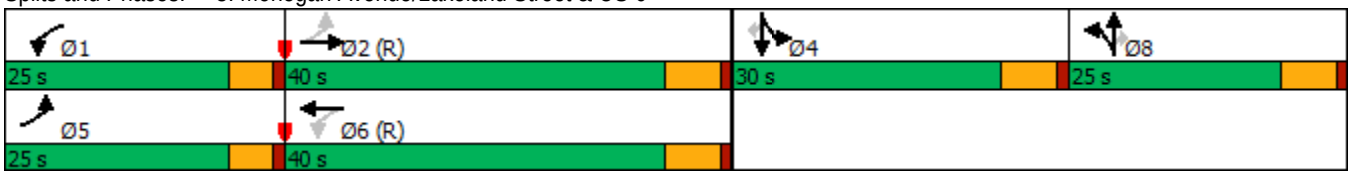
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

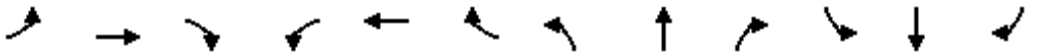
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	862	112	58	944	16	146	34	77	24	27	20
Future Volume (veh/h)	27	862	112	58	944	16	146	34	77	24	27	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	917	119	62	1004	17	155	36	0	26	29	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	160	992	129	178	1074	18	181	42		49	55	82
Arrive On Green	0.03	0.59	0.59	0.04	0.61	0.61	0.12	0.12	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1847	1668	216	1759	1775	30	1496	348	1677	875	976	1465
Grp Volume(v), veh/h	29	0	1036	62	0	1021	191	0	0	55	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1885	1759	0	1805	1844	0	1677	1850	0	1465
Q Serve(g_s), s	0.7	0.0	59.3	1.6	0.0	61.7	12.2	0.0	0.0	3.5	0.0	1.6
Cycle Q Clear(g_c), s	0.7	0.0	59.3	1.6	0.0	61.7	12.2	0.0	0.0	3.5	0.0	1.6
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	160	0	1121	178	0	1093	223	0		104	0	82
V/C Ratio(X)	0.18	0.00	0.92	0.35	0.00	0.93	0.86	0.00		0.53	0.00	0.26
Avail Cap(c_a), veh/h	420	0	1121	407	0	1093	292	0		370	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	21.9	25.0	0.0	21.5	51.7	0.0	0.0	55.1	0.0	54.2
Incr Delay (d2), s/veh	0.5	0.0	13.9	0.4	0.0	15.4	17.4	0.0	0.0	1.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	28.3	1.0	0.0	28.3	6.7	0.0	0.0	1.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	35.7	25.5	0.0	36.9	69.1	0.0	0.0	56.6	0.0	54.8
LnGrp LOS	C	A	D	C	A	D	E	A		E	A	D
Approach Vol, veh/h		1065			1083			191	A		76	
Approach Delay, s/veh		35.5			36.3			69.1			56.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	77.4		12.7	8.1	78.7		20.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.6	61.3		5.5	2.7	63.7		14.2				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.1	0.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		39.1	
HCM 6th LOS		D	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	66	73	17	93	13	93	2	9	15	4	71
Future Volume (vph)	58	66	73	17	93	13	93	2	9	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.950			0.985			0.989			0.893	
Flt Protected		0.985			0.993			0.957			0.992	
Satd. Flow (prot)	0	1769	0	0	3584	0	0	1843	0	0	1683	0
Flt Permitted		0.985			0.993			0.957			0.992	
Satd. Flow (perm)	0	1769	0	0	3584	0	0	1843	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	68	75	18	96	13	96	2	9	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	0	0	127	0	0	107	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

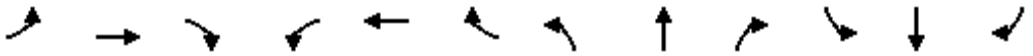
Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	66	73	17	93	13	93	2	9	15	4	71
Future Vol, veh/h	58	66	73	17	93	13	93	2	9	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	68	75	18	96	13	96	2	9	15	4	73

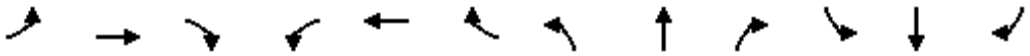
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	148	0	0	321	377	112	372	408	60
Stage 1	-	-	-	-	-	-	231	231	-	140	140	-
Stage 2	-	-	-	-	-	-	90	146	-	232	268	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1493	-	-	1446	-	-	683	619	961	577	536	999
Stage 1	-	-	-	-	-	-	828	765	-	854	785	-
Stage 2	-	-	-	-	-	-	936	812	-	775	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1492	-	-	1439	-	-	596	581	956	544	503	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	581	-	544	503	-
Stage 1	-	-	-	-	-	-	787	728	-	816	774	-
Stage 2	-	-	-	-	-	-	848	801	-	731	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	1	12.1	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	1492	-	-	1439	-	-	841
HCM Lane V/C Ratio	0.174	0.04	-	-	0.012	-	-	0.11
HCM Control Delay (s)	12.1	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	823	225	78	908	25	231	37	131	37	52	84
Future Volume (vph)	99	823	225	78	908	25	231	37	131	37	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.646		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1198	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		11			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	866	237	82	956	26	243	39	138	39	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1103	0	82	982	0	243	177	0	39	143	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.26		0.47	1.14		0.62	0.44		0.16	0.70	
Control Delay	31.1	154.4		28.0	104.8		38.3	41.6		28.5	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	154.4		28.0	104.8		38.3	41.6		28.5	67.4	
Queue Length 50th (ft)	35	~1112		25	~892		145	120		21	108	
Queue Length 95th (ft)	92	#1482		m66	#1250		203	184		43	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	877		346	859		402	405		428	331	
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	0.31	1.26		0.24	1.14		0.60	0.44		0.09	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 150

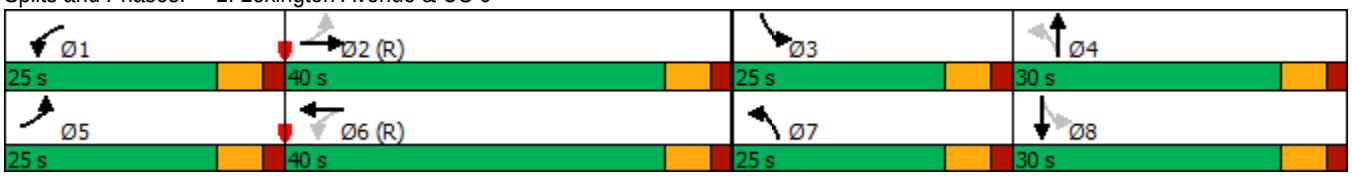
Control Type: Actuated-Coordinated

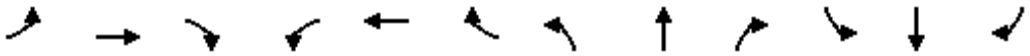
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	823	225	78	908	25	231	37	131	37	52	84
Future Volume (veh/h)	99	823	225	78	908	25	231	37	131	37	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	866	237	82	956	26	243	39	138	39	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	739	202	126	946	26	328	79	278	229	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1406	385	1810	1826	50	1847	373	1321	1720	621	994
Grp Volume(v), veh/h	104	0	1103	82	0	982	243	0	177	39	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1694	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	126	0	972	328	0	357	229	0	171
V/C Ratio(X)	0.75	0.00	1.17	0.65	0.00	1.01	0.74	0.00	0.50	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	357	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.8	46.1	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	88.5	2.1	0.0	31.4	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	48.4	1.2	0.0	34.7	6.6	0.0	4.7	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	117.0	30.7	0.0	60.4	44.4	0.0	42.2	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1207			1064			420			182	
Approach Delay, s/veh		109.6			58.1			43.5			54.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	69.1	9.2	31.3	11.3	68.2	21.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	65.1	4.4	13.1	5.3	64.2	15.6	12.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3

Intersection Summary		
HCM 6th Ctrl Delay		77.4
HCM 6th LOS		E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	951	36	44	1001	20	53
Future Volume (vph)	951	36	44	1001	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	991	38	46	1043	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1029	0	46	1043	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

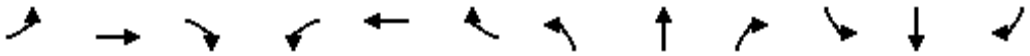
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	951	36	44	1001	20	53
Future Vol, veh/h	951	36	44	1001	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	991	38	46	1043	21	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1033	0	2149	1014
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1135	-
Critical Hdwy	-	-	4.15	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	661	-	54	285
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	658	-	50	284
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	309	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	232	-	-	658	-
HCM Lane V/C Ratio	0.328	-	-	0.07	-
HCM Control Delay (s)	27.9	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

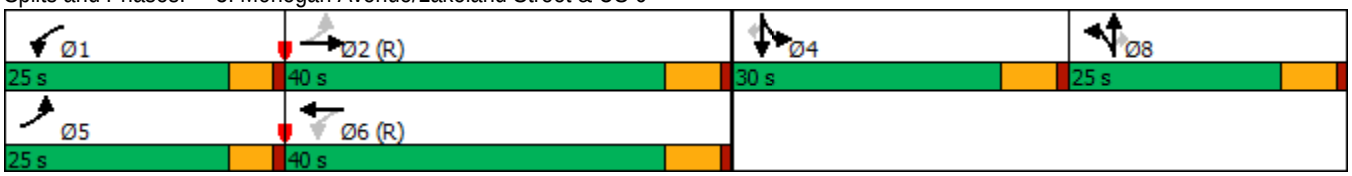
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	905	101	50	912	11	118	18	62	19	10	21
Future Volume (vph)	18	905	101	50	912	11	118	18	62	19	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.985			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.958			0.969	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1807	1584	0	1636	1500
Flt Permitted	0.084			0.055				0.958			0.969	
Satd. Flow (perm)	160	1854	0	103	1824	0	0	1788	1584	0	1636	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	973	109	54	981	12	127	19	67	20	11	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1082	0	54	993	0	0	146	67	0	31	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

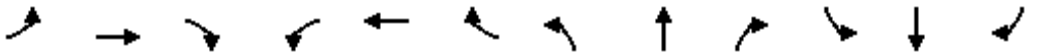


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.10	0.97		0.35	0.86			0.69	0.22		0.26	0.10
Control Delay	18.8	44.8		17.5	30.4			66.5	1.7		55.0	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	18.8	44.8		17.5	30.4			66.5	1.7		55.0	0.9
Queue Length 50th (ft)	8	729		12	501			110	0		24	0
Queue Length 95th (ft)	m14	m#895		45	#1235			173	0		50	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	385	1113		349	1161			288	359		327	391
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	0.05	0.97		0.15	0.86			0.51	0.19		0.09	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





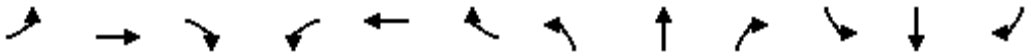
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	905	101	50	912	11	118	18	62	19	10	21
Future Volume (veh/h)	18	905	101	50	912	11	118	18	62	19	10	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	973	109	54	981	12	127	19	0	20	11	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	230	1083	121	199	1164	14	154	23		51	28	66
Arrive On Green	0.02	0.64	0.64	0.03	0.65	0.65	0.09	0.09	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1699	190	1759	1784	22	1649	247	1639	1184	651	1530
Grp Volume(v), veh/h	19	0	1082	54	0	993	146	0	0	31	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1890	1759	0	1806	1896	0	1639	1835	0	1530
Q Serve(g_s), s	0.4	0.0	58.3	1.2	0.0	50.9	9.1	0.0	0.0	2.0	0.0	1.8
Cycle Q Clear(g_c), s	0.4	0.0	58.3	1.2	0.0	50.9	9.1	0.0	0.0	2.0	0.0	1.8
Prop In Lane	1.00		0.10	1.00		0.01	0.87		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	230	0	1204	199	0	1178	177	0		79	0	66
V/C Ratio(X)	0.08	0.00	0.90	0.27	0.00	0.84	0.82	0.00		0.39	0.00	0.35
Avail Cap(c_a), veh/h	502	0	1204	431	0	1178	300	0		367	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	18.5	22.5	0.0	16.1	53.4	0.0	0.0	55.9	0.0	55.8
Incr Delay (d2), s/veh	0.2	0.0	10.7	0.3	0.0	7.4	3.7	0.0	0.0	1.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	26.3	0.8	0.0	21.2	4.5	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	29.2	22.8	0.0	23.5	57.1	0.0	0.0	57.1	0.0	57.0
LnGrp LOS	B	A	C	C	A	C	E	A		E	A	E
Approach Vol, veh/h		1101			1047			146	A		54	
Approach Delay, s/veh		29.0			23.5			57.1			57.0	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	82.5		11.1	7.3	84.3		17.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.2	60.3		4.0	2.4	52.9		11.1				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		28.9	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	58	50	1	78	14	51	0	6	13	0	69
Future Volume (vph)	53	58	50	1	78	14	51	0	6	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.958			0.978			0.986			0.886	
Flt Protected		0.984						0.957			0.992	
Satd. Flow (prot)	0	1758	0	0	3495	0	0	1838	0	0	1656	0
Flt Permitted		0.984						0.957			0.992	
Satd. Flow (perm)	0	1758	0	0	3495	0	0	1838	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	72	62	1	96	17	63	0	7	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	0	0	114	0	0	70	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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	

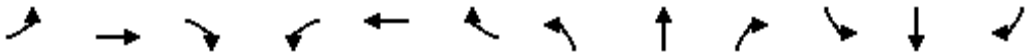
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	58	50	1	78	14	51	0	6	13	0	69
Future Vol, veh/h	53	58	50	1	78	14	51	0	6	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	72	62	1	96	17	63	0	7	16	0	85

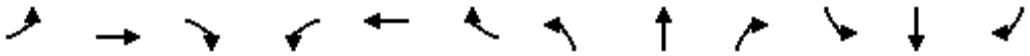
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	137	0	0	288	351	107	345	374	59
Stage 1	-	-	-	-	-	-	236	236	-	107	107	-
Stage 2	-	-	-	-	-	-	52	115	-	238	267	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3095
Pot Cap-1 Maneuver	1475	-	-	1459	-	-	712	636	967	601	560	998
Stage 1	-	-	-	-	-	-	824	762	-	893	811	-
Stage 2	-	-	-	-	-	-	974	830	-	770	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1455	-	-	624	603	963	573	531	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	624	603	-	573	531	-
Stage 1	-	-	-	-	-	-	782	723	-	850	810	-
Stage 2	-	-	-	-	-	-	888	829	-	727	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.1	11.2	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1475	-	-	1455	-	-	892
HCM Lane V/C Ratio	0.109	0.044	-	-	0.001	-	-	0.113
HCM Control Delay (s)	11.2	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4



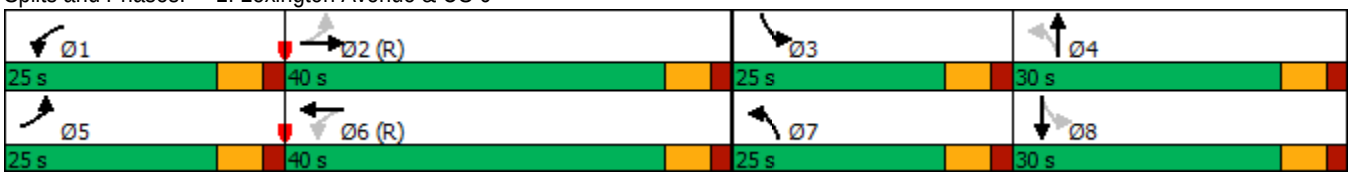
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.898			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.261			0.143			0.386			0.622		
Satd. Flow (perm)	463	1703	0	256	1818	0	679	1530	0	1097	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	639	120	78	600	15	123	63	132	46	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	759	0	78	615	0	123	195	0	46	162	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

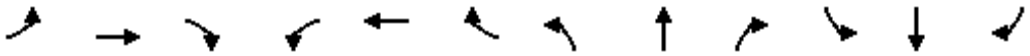


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.85		0.33	0.64		0.44	0.66		0.18	0.73	
Control Delay	12.8	37.7		19.6	27.0		36.2	55.8		30.7	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	37.7		19.6	27.0		36.2	55.8		30.7	67.7	
Queue Length 50th (ft)	18	499		22	206		74	144		26	122	
Queue Length 95th (ft)	45	#915		m79	#493		111	210		49	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	478	896		386	962		349	320		400	322	
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	0.13	0.85		0.20	0.64		0.35	0.61		0.12	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	639	120	78	600	15	123	63	132	46	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	377	810	152	265	1014	25	226	92	192	180	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1442	271	1725	1787	45	1776	534	1118	1649	779	760
Grp Volume(v), veh/h	62	0	759	78	0	615	123	0	195	46	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1713	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	377	0	962	265	0	1039	226	0	284	180	0	198
V/C Ratio(X)	0.16	0.00	0.79	0.29	0.00	0.59	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	598	0	962	479	0	1039	373	0	330	388	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	20.7	18.5	0.0	16.9	40.7	0.0	46.7	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.5	0.2	0.0	2.5	0.8	0.0	3.4	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.4	0.9	0.0	11.2	3.1	0.0	5.7	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	27.2	18.7	0.0	19.4	41.4	0.0	50.0	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		821			693			318			208	
Approach Delay, s/veh		26.2			19.3			46.7			53.3	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	73.4	9.9	26.6	9.5	74.0	15.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	43.8	4.9	15.3	3.9	28.3	9.0	14.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.2	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	765	22	26	657	22	82
Future Volume (vph)	765	22	26	657	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	805	23	27	692	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	828	0	27	692	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

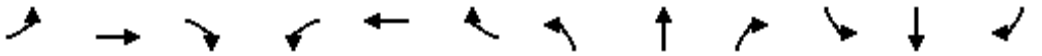
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	22	26	657	22	82
Future Vol, veh/h	765	22	26	657	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	805	23	27	692	23	86

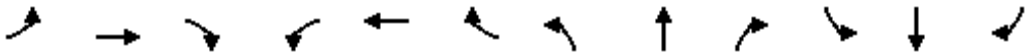
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	834	0	1573	824
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	750	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	808	-	123	371
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	803	-	118	369
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	803	-
HCM Lane V/C Ratio	0.327	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-



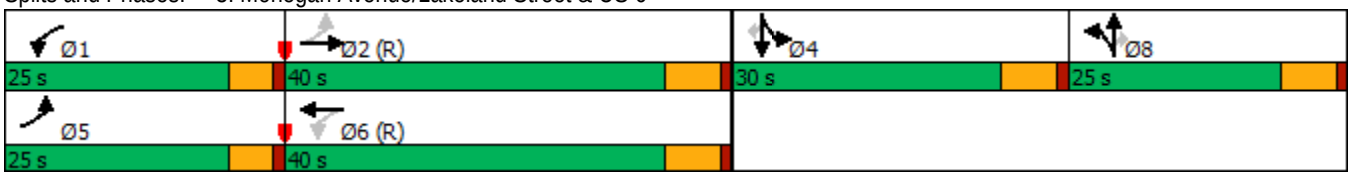
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.989			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.977	
Satd. Flow (prot)	1814	1799	0	1778	1781	0	0	1863	1631	0	1724	1500
Flt Permitted	0.287			0.221				0.971			0.977	
Satd. Flow (perm)	548	1799	0	414	1781	0	0	1853	1593	0	1722	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	769	62	34	642	30	40	27	70	18	20	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	831	0	34	672	0	0	67	70	0	38	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.14	0.67		0.10	0.57			0.49	0.30		0.29	0.10
Control Delay	12.6	27.0		8.0	18.9			64.4	3.5		55.6	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.6	27.0		8.0	18.9			64.4	3.5		55.6	0.9
Queue Length 50th (ft)	22	489		7	300			51	0		29	0
Queue Length 95th (ft)	m48	m#852		24	600			96	3		59	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	619	1245		535	1182			294	359		344	392
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	0.11	0.67		0.06	0.57			0.23	0.19		0.11	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



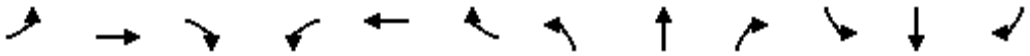
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	769	62	34	642	30	40	27	0	18	20	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	515	1177	95	395	1152	54	53	36		37	41	65
Arrive On Green	0.04	0.69	0.69	0.03	0.68	0.68	0.05	0.05	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1702	137	1759	1687	79	1147	774	1677	876	974	1548
Grp Volume(v), veh/h	66	0	831	34	0	672	67	0	0	38	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1839	1759	0	1766	1921	0	1677	1850	0	1548
Q Serve(g_s), s	1.2	0.0	30.5	0.7	0.0	23.4	4.1	0.0	0.0	2.4	0.0	1.7
Cycle Q Clear(g_c), s	1.2	0.0	30.5	0.7	0.0	23.4	4.1	0.0	0.0	2.4	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.04	0.60		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	515	0	1272	395	0	1206	89	0		78	0	65
V/C Ratio(X)	0.13	0.00	0.65	0.09	0.00	0.56	0.75	0.00		0.49	0.00	0.35
Avail Cap(c_a), veh/h	755	0	1272	638	0	1206	304	0		370	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	0.0	10.4	8.9	0.0	9.8	56.5	0.0	0.0	56.2	0.0	55.9
Incr Delay (d2), s/veh	0.1	0.0	2.6	0.0	0.0	1.9	4.7	0.0	0.0	1.7	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	11.8	0.2	0.0	8.7	2.1	0.0	0.0	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.0	13.0	9.0	0.0	11.6	61.2	0.0	0.0	57.9	0.0	57.1
LnGrp LOS	A	A	B	A	A	B	E	A		E	A	E
Approach Vol, veh/h		897			706			67	A		61	
Approach Delay, s/veh		12.6			11.5			61.2			57.6	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	89.0		11.1	9.4	87.9		11.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.7	32.5		4.4	3.2	25.4		6.1				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.2	1.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		15.6
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Future Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.988			0.980			0.912	
Flt Protected		0.991			0.995			0.962			0.992	
Satd. Flow (prot)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Flt Permitted		0.991			0.995			0.962			0.992	
Satd. Flow (perm)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	61	53	13	106	10	42	3	8	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	129	0	0	53	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

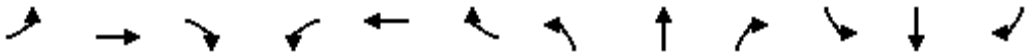
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Future Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	61	53	13	106	10	42	3	8	4	5	17

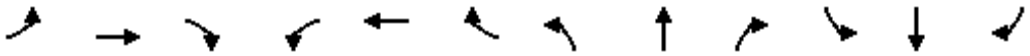
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	114	0	0	225	285	89	286	306	60
Stage 1	-	-	-	-	-	-	142	142	-	138	138	-
Stage 2	-	-	-	-	-	-	83	143	-	148	168	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1488	-	-	765	679	987	660	611	999
Stage 1	-	-	-	-	-	-	892	815	-	857	786	-
Stage 2	-	-	-	-	-	-	935	814	-	859	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	1488	-	-	730	659	986	638	593	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	730	659	-	638	593	-
Stage 1	-	-	-	-	-	-	874	799	-	839	778	-
Stage 2	-	-	-	-	-	-	904	806	-	832	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.7	10.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1417	-	-	1488	-	-	817
HCM Lane V/C Ratio	0.069	0.019	-	-	0.009	-	-	0.032
HCM Control Delay (s)	10.1	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	752	143	102	804	21	170	45	133	59	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	895	0	102	825	0	170	178	0	59	151	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.02		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	68.3		31.0	45.3		36.4	48.9		30.2	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	68.3		31.0	45.3		36.4	48.9		30.2	67.8	
Queue Length 50th (ft)	31	~698		53	478		102	127		33	114	
Queue Length 95th (ft)	91	#1171		m80	m#850		141	186		57	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
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	0.29	1.02		0.30	0.93		0.45	0.52		0.14	0.47	

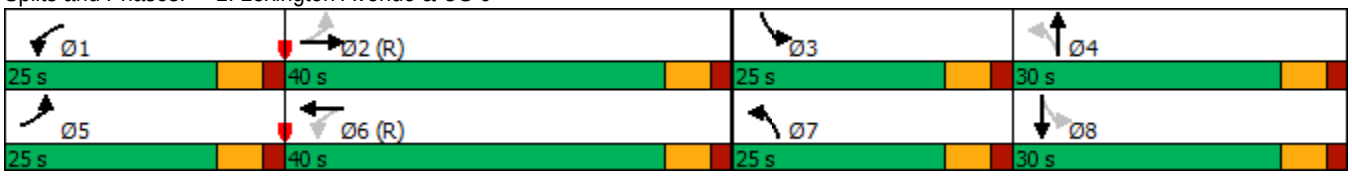
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

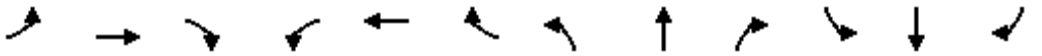
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	752	143	102	804	21	170	45	133	59	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	253	828	157	196	985	26	263	72	213	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1514	288	1781	1799	47	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	895	102	0	825	170	0	178	59	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1846	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	253	0	985	196	0	1011	263	0	285	213	0	178
V/C Ratio(X)	0.39	0.00	0.91	0.52	0.00	0.82	0.65	0.00	0.62	0.28	0.00	0.85
Avail Cap(c_a), veh/h	461	0	985	404	0	1011	375	0	334	415	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	24.5	25.1	0.0	22.2	40.3	0.0	46.2	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	13.6	0.8	0.0	7.3	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.1	1.5	0.0	19.9	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	38.1	25.9	0.0	29.5	41.3	0.0	47.7	44.8	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		994			927			348			210	
Approach Delay, s/veh		36.3			29.1			44.5			53.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.6	10.9	26.5	10.9	71.7	17.7	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	5.0	55.7	5.6	13.9	4.9	45.9	11.5	13.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	907	49	82	953	34	58
Future Volume (vph)	907	49	82	953	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	935	51	85	982	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	986	0	85	982	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

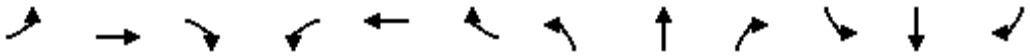
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	907	49	82	953	34	58
Future Vol, veh/h	907	49	82	953	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	935	51	85	982	35	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	986	0	2113	961
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	1152	-
Critical Hdwy	-	-	4.49	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.551	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	573	-	56	314
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	573	-	48	314
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	34.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	573	-
HCM Lane V/C Ratio	0.445	-	-	0.148	-
HCM Control Delay (s)	34.8	-	-	12.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.984			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1857	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.061			0.060				0.961			0.976	
Satd. Flow (perm)	116	1857	0	112	1824	0	0	1800	1631	0	1682	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	919	109	48	1007	17	145	35	69	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1028	0	48	1024	0	0	180	69	0	54	21
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.18	0.98		0.31	0.96			0.69	0.20		0.39	0.09
Control Delay	21.9	53.3		16.7	47.7			62.1	1.3		58.3	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	21.9	53.3		16.7	47.7			62.1	1.3		58.3	0.8
Queue Length 50th (ft)	12	~684		13	~855			134	0		41	0
Queue Length 95th (ft)	m26	m#1148		39	#1338			201	2		76	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	358	1054		350	1064			303	376		336	388
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	0.08	0.98		0.14	0.96			0.59	0.18		0.16	0.05

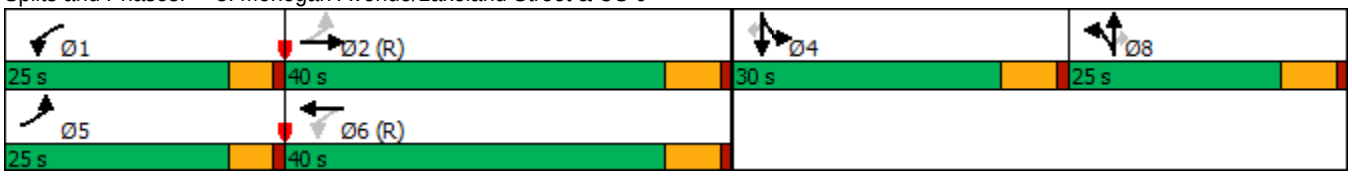
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

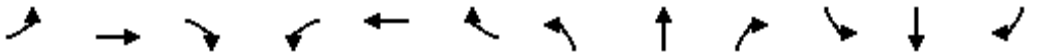
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





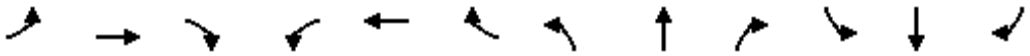
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	919	109	48	1007	17	145	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	166	1020	121	190	1086	18	171	41		49	53	81
Arrive On Green	0.03	0.60	0.60	0.03	0.61	0.61	0.12	0.12	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1847	1688	200	1759	1775	30	1486	359	1677	891	959	1464
Grp Volume(v), veh/h	29	0	1028	48	0	1024	180	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1888	1759	0	1805	1844	0	1677	1850	0	1464
Q Serve(g_s), s	0.7	0.0	56.8	1.2	0.0	61.1	11.5	0.0	0.0	3.4	0.0	1.6
Cycle Q Clear(g_c), s	0.7	0.0	56.8	1.2	0.0	61.1	11.5	0.0	0.0	3.4	0.0	1.6
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	166	0	1141	190	0	1104	212	0		103	0	81
V/C Ratio(X)	0.17	0.00	0.90	0.25	0.00	0.93	0.85	0.00		0.53	0.00	0.26
Avail Cap(c_a), veh/h	427	0	1141	424	0	1104	292	0		370	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	20.6	22.8	0.0	20.9	52.1	0.0	0.0	55.1	0.0	54.3
Incr Delay (d2), s/veh	0.5	0.0	11.4	0.3	0.0	14.4	15.4	0.0	0.0	1.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	26.4	0.7	0.0	27.7	6.2	0.0	0.0	1.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	32.0	23.1	0.0	35.3	67.5	0.0	0.0	56.7	0.0	54.9
LnGrp LOS	C	A	C	C	A	D	E	A		E	A	D
Approach Vol, veh/h		1057			1072			180	A		75	
Approach Delay, s/veh		31.8			34.8			67.5			56.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	78.5		12.7	8.1	79.4		19.8				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.2	58.8		5.4	2.7	63.1		13.5				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.1	0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Future Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.963			0.984			0.990			0.893	
Flt Protected		0.983			0.994			0.957			0.992	
Satd. Flow (prot)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.983			0.994			0.957			0.992	
Satd. Flow (perm)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	49	14	97	13	71	2	6	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	124	0	0	79	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

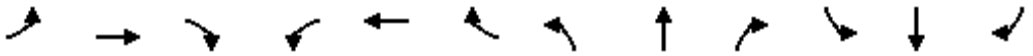
Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Future Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	49	14	97	13	71	2	6	15	4	73

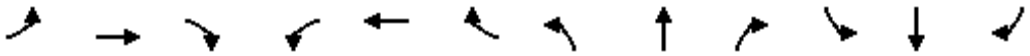
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	123	0	0	302	358	100	352	376	60
Stage 1	-	-	-	-	-	-	219	219	-	133	133	-
Stage 2	-	-	-	-	-	-	83	139	-	219	243	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1492	-	-	1477	-	-	700	631	974	595	558	999
Stage 1	-	-	-	-	-	-	837	771	-	862	790	-
Stage 2	-	-	-	-	-	-	943	816	-	788	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1470	-	-	613	594	968	565	526	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	594	-	565	526	-
Stage 1	-	-	-	-	-	-	797	734	-	824	781	-
Stage 2	-	-	-	-	-	-	857	807	-	746	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.9	11.5	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1491	-	-	1470	-	-	852
HCM Lane V/C Ratio	0.126	0.04	-	-	0.01	-	-	0.109
HCM Control Delay (s)	11.5	7.5	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.646		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1198	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	857	237	81	946	26	243	39	137	38	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1094	0	81	972	0	243	176	0	38	143	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.25		0.46	1.13		0.62	0.43		0.16	0.70	
Control Delay	31.1	149.5		28.0	100.1		38.3	41.4		28.4	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	149.5		28.0	100.1		38.3	41.4		28.4	67.4	
Queue Length 50th (ft)	35	~1096		24	~875		145	119		20	108	
Queue Length 95th (ft)	92	#1465		m65	#1234		203	183		42	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	878		346	859		402	405		428	331	
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	0.31	1.25		0.23	1.13		0.60	0.43		0.09	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 140

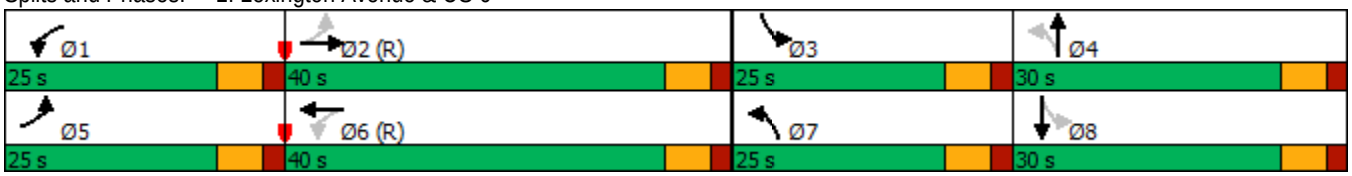
Control Type: Actuated-Coordinated

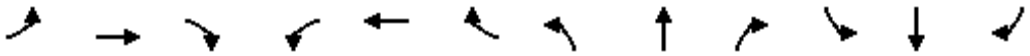
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	857	237	81	946	26	243	39	137	38	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	738	204	125	946	26	328	79	279	228	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1402	388	1810	1826	50	1847	375	1319	1720	621	994
Grp Volume(v), veh/h	104	0	1094	81	0	972	243	0	176	38	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1695	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Prop In Lane	1.00		0.22	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	125	0	972	328	0	358	228	0	171
V/C Ratio(X)	0.75	0.00	1.16	0.65	0.00	1.00	0.74	0.00	0.49	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	358	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.7	46.2	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	84.5	2.1	0.0	28.9	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	47.3	1.2	0.0	34.0	6.6	0.0	4.6	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	112.9	30.7	0.0	57.8	44.4	0.0	42.0	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1198			1053			419			181	
Approach Delay, s/veh		105.8			55.7			43.4			54.5	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	69.2	9.2	31.4	11.3	68.2	21.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	65.2	4.4	13.0	5.3	64.2	15.6	12.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3

Intersection Summary		
HCM 6th Ctrl Delay		74.9
HCM 6th LOS		E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	940	36	44	991	20	53
Future Volume (vph)	940	36	44	991	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	979	38	46	1032	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1017	0	46	1032	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

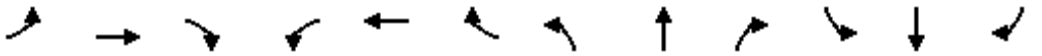
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	940	36	44	991	20	53
Future Vol, veh/h	940	36	44	991	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	979	38	46	1032	21	55

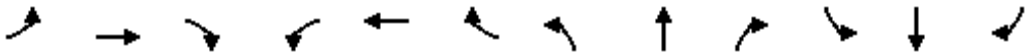
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1021	0	2126	1002
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1124	-
Critical Hdwy	-	-	4.15	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	668	-	56	289
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	313	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	665	-	52	288
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	313	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	235	-	-	665	-
HCM Lane V/C Ratio	0.324	-	-	0.069	-
HCM Control Delay (s)	27.5	-	-	10.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-



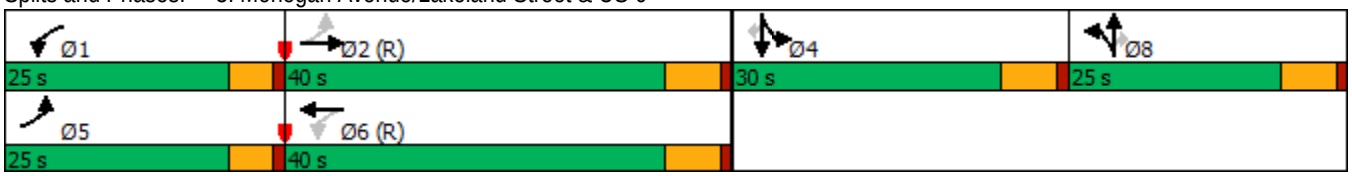
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.987			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.959			0.968	
Satd. Flow (prot)	1814	1859	0	1778	1824	0	0	1809	1584	0	1632	1500
Flt Permitted	0.089			0.055				0.959			0.968	
Satd. Flow (perm)	170	1859	0	103	1824	0	0	1790	1584	0	1632	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	977	92	37	985	12	112	18	49	20	10	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1069	0	37	997	0	0	130	49	0	30	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

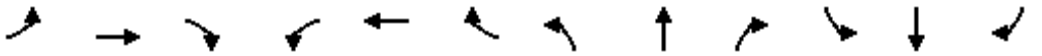


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.10	0.91		0.25	0.85			0.66	0.17		0.25	0.10
Control Delay	17.9	38.1		13.2	29.2			66.4	1.3		54.8	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.9	38.1		13.2	29.2			66.4	1.3		54.8	0.9
Queue Length 50th (ft)	7	716		8	488			98	0		23	0
Queue Length 95th (ft)	m13	m#854		29	#1224			158	0		49	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	391	1170		350	1177			286	357		326	391
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	0.05	0.91		0.11	0.85			0.45	0.14		0.09	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





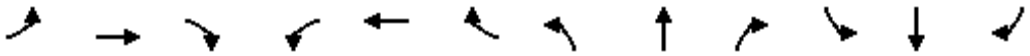
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	977	92	37	985	12	112	18	0	20	10	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	239	1128	106	216	1180	14	138	22		52	26	65
Arrive On Green	0.02	0.65	0.65	0.03	0.66	0.66	0.08	0.08	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1732	163	1759	1784	22	1634	263	1639	1222	611	1530
Grp Volume(v), veh/h	19	0	1069	37	0	997	130	0	0	30	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1895	1759	0	1806	1897	0	1639	1833	0	1530
Q Serve(g_s), s	0.4	0.0	54.1	0.8	0.0	50.0	8.1	0.0	0.0	1.9	0.0	1.8
Cycle Q Clear(g_c), s	0.4	0.0	54.1	0.8	0.0	50.0	8.1	0.0	0.0	1.9	0.0	1.8
Prop In Lane	1.00		0.09	1.00		0.01	0.86		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	239	0	1235	216	0	1195	160	0		78	0	65
V/C Ratio(X)	0.08	0.00	0.87	0.17	0.00	0.83	0.81	0.00		0.38	0.00	0.35
Avail Cap(c_a), veh/h	511	0	1235	458	0	1195	300	0		367	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	16.7	19.4	0.0	15.3	54.0	0.0	0.0	55.9	0.0	55.8
Incr Delay (d2), s/veh	0.1	0.0	8.3	0.1	0.0	6.9	3.7	0.0	0.0	1.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	23.7	0.5	0.0	20.5	4.0	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	25.0	19.5	0.0	22.3	57.7	0.0	0.0	57.0	0.0	57.0
LnGrp LOS	B	A	C	B	A	C	E	A		E	A	E
Approach Vol, veh/h		1088			1034			130	A		53	
Approach Delay, s/veh		24.9			22.2			57.7			57.0	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	84.2		11.1	7.3	85.4		16.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.8	56.1		3.9	2.4	52.0		10.1				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Future Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.978			0.989			0.886	
Flt Protected		0.980						0.956			0.992	
Satd. Flow (prot)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Flt Permitted		0.980						0.956			0.992	
Satd. Flow (perm)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	73	21	1	98	17	23	0	2	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	116	0	0	25	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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	

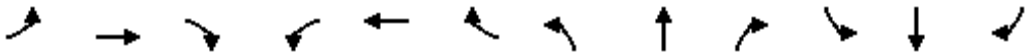
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Future Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	73	21	1	98	17	23	0	2	16	0	85

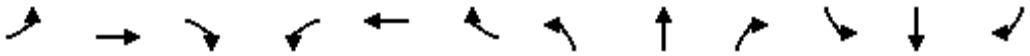
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	97	0	0	270	334	88	325	336	60
Stage 1	-	-	-	-	-	-	217	217	-	109	109	-
Stage 2	-	-	-	-	-	-	53	117	-	216	227	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3095
Pot Cap-1 Maneuver	1473	-	-	1509	-	-	729	647	988	621	588	996
Stage 1	-	-	-	-	-	-	839	772	-	890	809	-
Stage 2	-	-	-	-	-	-	973	829	-	791	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1505	-	-	639	614	984	596	558	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	614	-	596	558	-
Stage 1	-	-	-	-	-	-	797	733	-	848	808	-
Stage 2	-	-	-	-	-	-	887	828	-	751	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.1	10.7	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1473	-	-	1505	-	-	899
HCM Lane V/C Ratio	0.039	0.044	-	-	0.001	-	-	0.113
HCM Control Delay (s)	10.7	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4



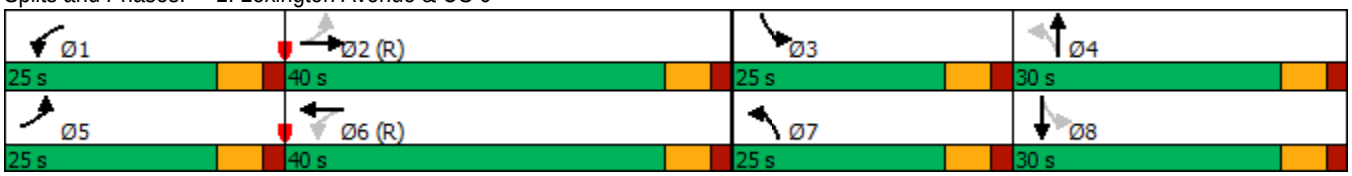
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.898			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.261			0.143			0.386			0.622		
Satd. Flow (perm)	463	1703	0	256	1818	0	679	1530	0	1097	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	639	120	78	600	15	123	63	132	46	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	759	0	78	615	0	123	195	0	46	162	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

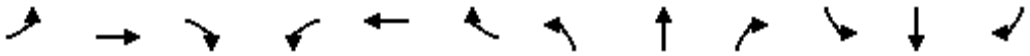


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.85		0.33	0.64		0.44	0.66		0.18	0.73	
Control Delay	12.8	37.7		18.4	27.9		36.2	55.8		30.7	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	37.7		18.4	27.9		36.2	55.8		30.7	67.7	
Queue Length 50th (ft)	18	499		22	243		74	144		26	122	
Queue Length 95th (ft)	45	#915		83	#547		111	210		49	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	478	896		386	962		349	320		400	322	
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	0.13	0.85		0.20	0.64		0.35	0.61		0.12	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	639	120	78	600	15	123	63	132	46	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	377	810	152	265	1014	25	226	92	192	180	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1442	271	1725	1787	45	1776	534	1118	1649	779	760
Grp Volume(v), veh/h	62	0	759	78	0	615	123	0	195	46	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1713	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	377	0	962	265	0	1039	226	0	284	180	0	198
V/C Ratio(X)	0.16	0.00	0.79	0.29	0.00	0.59	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	598	0	962	479	0	1039	373	0	330	388	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	20.7	18.5	0.0	16.9	40.7	0.0	46.7	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.5	0.2	0.0	2.5	0.8	0.0	3.4	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.4	0.9	0.0	11.2	3.1	0.0	5.7	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	27.2	18.7	0.0	19.4	41.4	0.0	50.0	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		821			693			318			208	
Approach Delay, s/veh		26.2			19.3			46.7			53.3	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	73.4	9.9	26.6	9.5	74.0	15.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	43.8	4.9	15.3	3.9	28.3	9.0	14.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.2	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	765	22	26	657	22	82
Future Volume (vph)	765	22	26	657	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	805	23	27	692	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	828	0	27	692	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

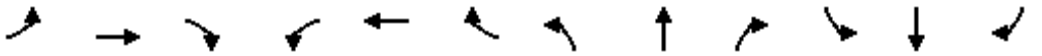
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	22	26	657	22	82
Future Vol, veh/h	765	22	26	657	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	805	23	27	692	23	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	834	0	1573	824
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	750	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	808	-	123	371
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	803	-	118	369
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	803	-
HCM Lane V/C Ratio	0.327	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

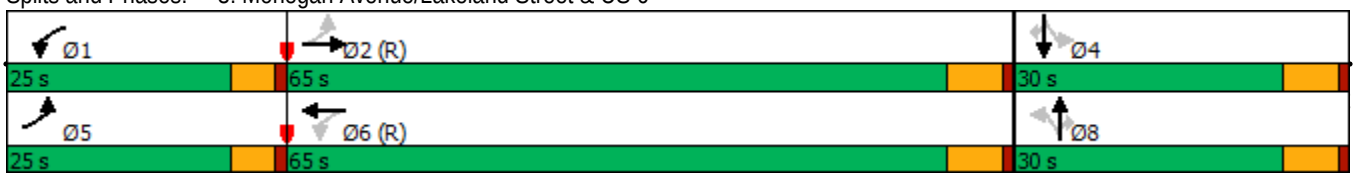


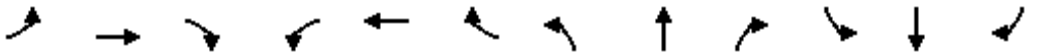
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.989			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.977	
Satd. Flow (prot)	1814	1799	0	1778	1781	0	0	1863	1631	0	1724	1500
Flt Permitted	0.341			0.283				0.795			0.816	
Satd. Flow (perm)	651	1799	0	530	1781	0	0	1517	1595	0	1438	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				73			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	769	62	34	642	30	40	27	70	18	20	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	831	0	34	672	0	0	67	70	0	38	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.11	0.59		0.07	0.50			0.50	0.33		0.30	0.12
Control Delay	4.6	12.3		3.3	9.7			62.9	14.3		54.8	1.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.6	12.3		3.3	9.7			62.9	14.3		54.8	1.2
Queue Length 50th (ft)	12	281		4	202			51	0		28	0
Queue Length 95th (ft)	m21	m420		14	393			92	40		60	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	739	1417		652	1356			303	377		287	349
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	0.09	0.59		0.05	0.50			0.22	0.19		0.13	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





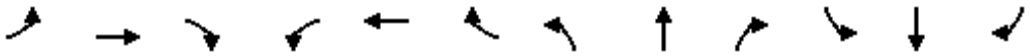
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	769	62	34	642	30	40	27	0	18	20	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	605	1296	104	478	1270	59	95	45		87	80	108
Arrive On Green	0.04	0.76	0.76	0.03	0.75	0.75	0.07	0.07	0.00	0.07	0.07	0.07
Sat Flow, veh/h	1847	1702	137	1759	1687	79	689	655	1677	618	1161	1570
Grp Volume(v), veh/h	66	0	831	34	0	672	67	0	0	38	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1839	1759	0	1766	1345	0	1677	1779	0	1570
Q Serve(g_s), s	0.9	0.0	23.6	0.5	0.0	18.2	4.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	0.9	0.0	23.6	0.5	0.0	18.2	6.3	0.0	0.0	2.3	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.04	0.60		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	605	0	1400	478	0	1329	140	0		167	0	108
V/C Ratio(X)	0.11	0.00	0.59	0.07	0.00	0.51	0.48	0.00		0.23	0.00	0.21
Avail Cap(c_a), veh/h	844	0	1400	721	0	1329	350	0		378	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.3	0.0	6.2	5.2	0.0	5.9	55.3	0.0	0.0	53.1	0.0	52.8
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.0	0.0	1.4	0.9	0.0	0.0	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.1	0.1	0.0	6.1	2.0	0.0	0.0	1.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	8.1	5.2	0.0	7.3	56.2	0.0	0.0	53.3	0.0	53.2
LnGrp LOS	A	A	A	A	A	A	E	A		D	A	D
Approach Vol, veh/h		897			706			67	A		61	
Approach Delay, s/veh		7.8			7.2			56.2			53.3	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	97.4		14.3	9.4	96.3		14.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	2.5	25.6		4.3	2.9	20.2		8.3				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.2	2.4		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		11.0	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Future Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.988			0.980			0.912	
Flt Protected		0.991			0.995			0.962			0.992	
Satd. Flow (prot)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Flt Permitted		0.991			0.995			0.962			0.992	
Satd. Flow (perm)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	61	53	13	106	10	42	3	8	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	129	0	0	53	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

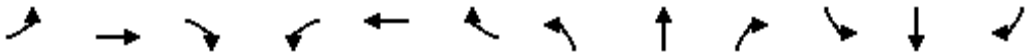
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Future Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	61	53	13	106	10	42	3	8	4	5	17

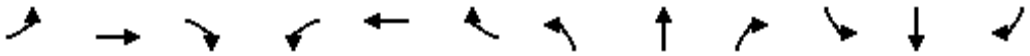
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	114	0	0	225	285	89	286	306	60
Stage 1	-	-	-	-	-	-	142	142	-	138	138	-
Stage 2	-	-	-	-	-	-	83	143	-	148	168	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1488	-	-	765	679	987	660	611	999
Stage 1	-	-	-	-	-	-	892	815	-	857	786	-
Stage 2	-	-	-	-	-	-	935	814	-	859	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	1488	-	-	730	659	986	638	593	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	730	659	-	638	593	-
Stage 1	-	-	-	-	-	-	874	799	-	839	778	-
Stage 2	-	-	-	-	-	-	904	806	-	832	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.7	10.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1417	-	-	1488	-	-	817
HCM Lane V/C Ratio	0.069	0.019	-	-	0.009	-	-	0.032
HCM Control Delay (s)	10.1	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	752	143	102	804	21	170	45	133	59	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	895	0	102	825	0	170	178	0	59	151	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.02		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	68.3		26.8	50.3		36.4	48.9		30.2	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	68.3		26.8	50.3		36.4	48.9		30.2	67.8	
Queue Length 50th (ft)	31	~698		52	609		102	127		33	114	
Queue Length 95th (ft)	91	#1171		m79	#1029		141	186		57	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
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	0.29	1.02		0.30	0.93		0.45	0.52		0.14	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

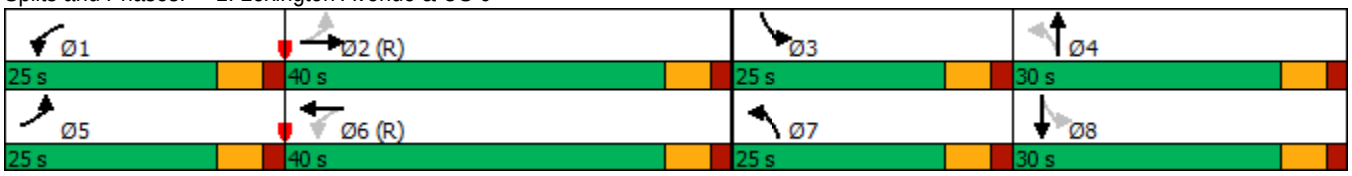
Queue shown is maximum after two cycles.

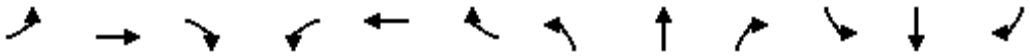
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	752	143	102	804	21	170	45	133	59	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	253	828	157	196	985	26	263	72	213	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1514	288	1781	1799	47	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	895	102	0	825	170	0	178	59	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1846	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	253	0	985	196	0	1011	263	0	285	213	0	178
V/C Ratio(X)	0.39	0.00	0.91	0.52	0.00	0.82	0.65	0.00	0.62	0.28	0.00	0.85
Avail Cap(c_a), veh/h	461	0	985	404	0	1011	375	0	334	415	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	24.5	25.1	0.0	22.2	40.3	0.0	46.2	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	13.6	0.8	0.0	7.3	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.1	1.5	0.0	19.9	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	38.1	25.9	0.0	29.5	41.3	0.0	47.7	44.8	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		994			927			348			210	
Approach Delay, s/veh		36.3			29.1			44.5			53.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.6	10.9	26.5	10.9	71.7	17.7	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	5.0	55.7	5.6	13.9	4.9	45.9	11.5	13.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	907	49	82	953	34	58
Future Volume (vph)	907	49	82	953	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	935	51	85	982	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	986	0	85	982	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

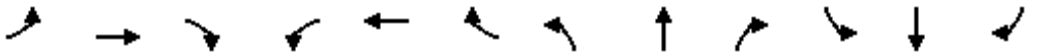
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	907	49	82	953	34	58
Future Vol, veh/h	907	49	82	953	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	935	51	85	982	35	60

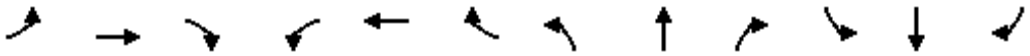
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	986	0	2113	961
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	1152	-
Critical Hdwy	-	-	4.49	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.551	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	573	-	56	314
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	300	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	573	-	48	314
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	34.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	573	-
HCM Lane V/C Ratio	0.445	-	-	0.148	-
HCM Control Delay (s)	34.8	-	-	12.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.984			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1857	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.117			0.107				0.731			0.720	
Satd. Flow (perm)	223	1857	0	200	1824	0	0	1369	1631	0	1241	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			1				73			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	919	109	48	1007	17	145	35	69	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1028	0	48	1024	0	0	180	69	0	54	21
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38

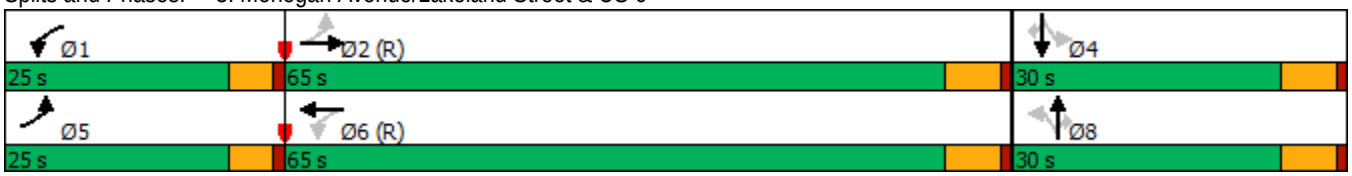


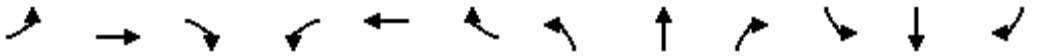
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.12	0.84		0.22	0.83			0.79	0.21		0.26	0.07
Control Delay	7.6	22.1		7.5	24.6			71.4	9.9		45.2	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	7.6	22.1		7.5	24.6			71.4	9.9		45.2	0.5
Queue Length 50th (ft)	6	389		9	621			134	0		36	0
Queue Length 95th (ft)	m11	m538		21	#1023			211	37		74	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	430	1229		411	1232			273	384		248	345
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	0.07	0.84		0.12	0.83			0.66	0.18		0.22	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





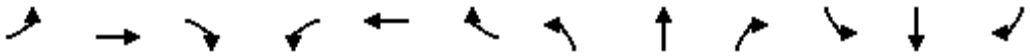
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	919	109	48	1007	17	145	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	238	1112	132	254	1182	20	219	40		164	163	256
Arrive On Green	0.03	0.66	0.66	0.03	0.67	0.67	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1847	1688	200	1759	1775	30	989	239	1677	720	980	1536
Grp Volume(v), veh/h	29	0	1028	48	0	1024	180	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1888	1759	0	1805	1227	0	1677	1700	0	1536
Q Serve(g_s), s	0.6	0.0	49.0	1.0	0.0	52.6	14.6	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.6	0.0	49.0	1.0	0.0	52.6	17.7	0.0	0.0	3.0	0.0	1.4
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	238	0	1243	254	0	1202	258	0		327	0	256
V/C Ratio(X)	0.12	0.00	0.83	0.19	0.00	0.85	0.70	0.00		0.16	0.00	0.08
Avail Cap(c_a), veh/h	498	0	1243	489	0	1202	307	0		381	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	15.3	16.8	0.0	15.5	50.6	0.0	0.0	42.9	0.0	42.3
Incr Delay (d2), s/veh	0.2	0.0	6.4	0.1	0.0	7.7	5.4	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	20.9	0.6	0.0	21.6	5.7	0.0	0.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	0.0	21.7	16.9	0.0	23.2	56.0	0.0	0.0	43.0	0.0	42.3
LnGrp LOS	B	A	C	B	A	C	E	A		D	A	D
Approach Vol, veh/h		1057			1072			180	A		75	
Approach Delay, s/veh		21.6			22.9			56.0			42.8	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	85.0		26.0	8.1	85.9		26.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	3.0	51.0		5.0	2.6	54.6		19.7				
Green Ext Time (p_c), s	0.1	4.2		0.2	0.1	1.9		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		25.5	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Future Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.963			0.984			0.990			0.893	
Flt Protected		0.983			0.994			0.957			0.992	
Satd. Flow (prot)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.983			0.994			0.957			0.992	
Satd. Flow (perm)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	49	14	97	13	71	2	6	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	124	0	0	79	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

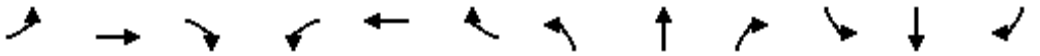
Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Future Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	49	14	97	13	71	2	6	15	4	73

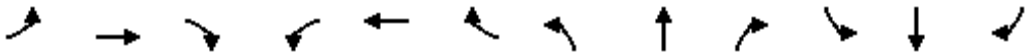
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	123	0	0	302	358	100	352	376	60
Stage 1	-	-	-	-	-	-	219	219	-	133	133	-
Stage 2	-	-	-	-	-	-	83	139	-	219	243	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1492	-	-	1477	-	-	700	631	974	595	558	999
Stage 1	-	-	-	-	-	-	837	771	-	862	790	-
Stage 2	-	-	-	-	-	-	943	816	-	788	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1470	-	-	613	594	968	565	526	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	594	-	565	526	-
Stage 1	-	-	-	-	-	-	797	734	-	824	781	-
Stage 2	-	-	-	-	-	-	857	807	-	746	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.9	11.5	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1491	-	-	1470	-	-	852
HCM Lane V/C Ratio	0.126	0.04	-	-	0.01	-	-	0.109
HCM Control Delay (s)	11.5	7.5	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.646		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1198	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	857	237	81	946	26	243	39	137	38	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1094	0	81	972	0	243	176	0	38	143	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.25		0.46	1.13		0.62	0.43		0.16	0.70	
Control Delay	31.1	149.5		24.8	103.6		38.3	41.4		28.4	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	149.5		24.8	103.6		38.3	41.4		28.4	67.4	
Queue Length 50th (ft)	35	~1096		28	~876		145	119		20	108	
Queue Length 95th (ft)	92	#1465		m66	#1252		203	183		42	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	878		346	859		402	405		428	331	
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	0.31	1.25		0.23	1.13		0.60	0.43		0.09	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 140

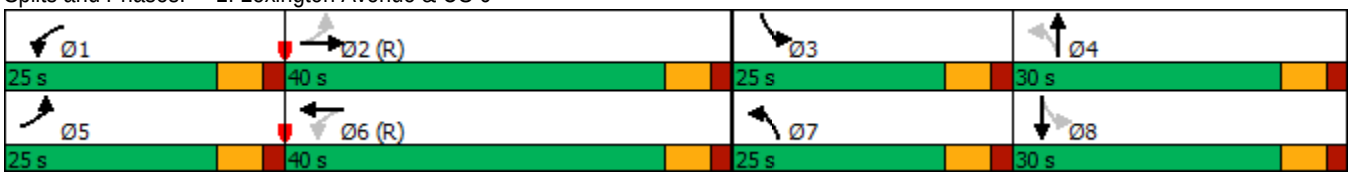
Control Type: Actuated-Coordinated

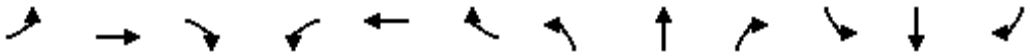
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	857	237	81	946	26	243	39	137	38	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	738	204	125	946	26	328	79	279	228	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1402	388	1810	1826	50	1847	375	1319	1720	621	994
Grp Volume(v), veh/h	104	0	1094	81	0	972	243	0	176	38	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1695	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Prop In Lane	1.00		0.22	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	125	0	972	328	0	358	228	0	171
V/C Ratio(X)	0.75	0.00	1.16	0.65	0.00	1.00	0.74	0.00	0.49	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	358	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.7	46.2	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	84.5	2.1	0.0	28.9	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	47.3	1.2	0.0	34.0	6.6	0.0	4.6	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	112.9	30.7	0.0	57.8	44.4	0.0	42.0	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1198			1053			419			181	
Approach Delay, s/veh		105.8			55.7			43.4			54.5	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	69.2	9.2	31.4	11.3	68.2	21.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	65.2	4.4	13.0	5.3	64.2	15.6	12.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	74.9
HCM 6th LOS	E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	940	36	44	991	20	53
Future Volume (vph)	940	36	44	991	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	979	38	46	1032	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1017	0	46	1032	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

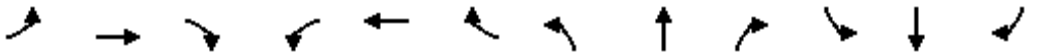
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	940	36	44	991	20	53
Future Vol, veh/h	940	36	44	991	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	979	38	46	1032	21	55

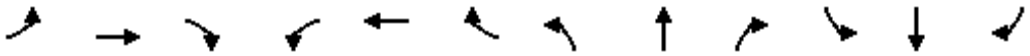
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1021	0	2126	1002
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1124	-
Critical Hdwy	-	-	4.15	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	668	-	56	289
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	313	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	665	-	52	288
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	313	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	235	-	-	665	-
HCM Lane V/C Ratio	0.324	-	-	0.069	-
HCM Control Delay (s)	27.5	-	-	10.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-



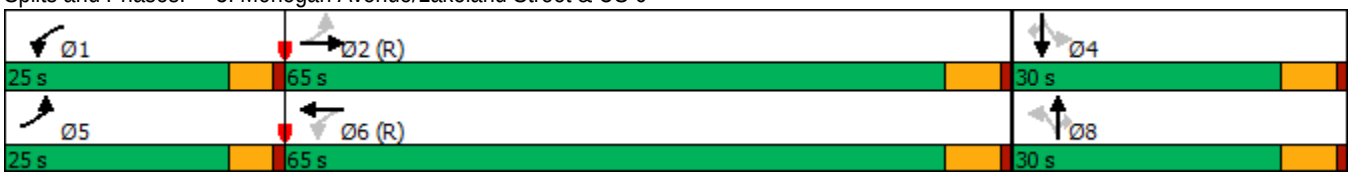
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.987			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.959			0.968	
Satd. Flow (prot)	1814	1859	0	1778	1824	0	0	1809	1584	0	1632	1500
Flt Permitted	0.168			0.122				0.734			0.759	
Satd. Flow (perm)	321	1859	0	228	1824	0	0	1370	1584	0	1280	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			1				73			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	977	92	37	985	12	112	18	49	20	10	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1069	0	37	997	0	0	130	49	0	30	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

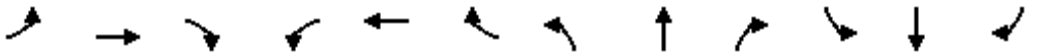


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.06	0.80		0.15	0.75			0.72	0.18		0.18	0.09
Control Delay	6.4	18.9		5.5	17.2			70.4	5.5		46.1	0.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.4	18.9		5.5	17.2			70.4	5.5		46.1	0.7
Queue Length 50th (ft)	4	387		6	335			98	0		21	0
Queue Length 95th (ft)	m6	m400		17	#957			157	18		48	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	497	1328		435	1330			274	375		256	348
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	0.04	0.80		0.09	0.75			0.47	0.13		0.12	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





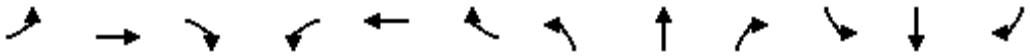
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	977	92	37	985	12	112	18	0	20	10	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	316	1230	116	286	1285	16	189	21		173	77	187
Arrive On Green	0.02	0.71	0.71	0.03	0.72	0.72	0.12	0.12	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1847	1732	163	1759	1784	22	1123	181	1639	1038	652	1578
Grp Volume(v), veh/h	19	0	1069	37	0	997	130	0	0	30	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1895	1759	0	1806	1304	0	1639	1690	0	1578
Q Serve(g_s), s	0.3	0.0	45.0	0.7	0.0	41.4	10.3	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	0.3	0.0	45.0	0.7	0.0	41.4	12.1	0.0	0.0	1.8	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.01	0.86		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	316	0	1345	286	0	1301	211	0		251	0	187
V/C Ratio(X)	0.06	0.00	0.79	0.13	0.00	0.77	0.62	0.00		0.12	0.00	0.12
Avail Cap(c_a), veh/h	588	0	1345	528	0	1301	332	0		375	0	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	11.6	13.3	0.0	10.5	52.8	0.0	0.0	47.4	0.0	47.3
Incr Delay (d2), s/veh	0.1	0.0	4.9	0.1	0.0	4.4	1.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	17.9	0.4	0.0	15.4	3.9	0.0	0.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	16.5	13.3	0.0	14.9	53.9	0.0	0.0	47.4	0.0	47.4
LnGrp LOS	B	A	B	B	A	B	D	A		D	A	D
Approach Vol, veh/h		1088			1034			130	A		53	
Approach Delay, s/veh		16.4			14.8			53.9			47.4	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	91.2		20.2	7.3	92.4		20.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	2.7	47.0		3.8	2.3	43.4		14.1				
Green Ext Time (p_c), s	0.0	5.8		0.1	0.0	3.8		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		18.5	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Future Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.978			0.989			0.886	
Flt Protected		0.980						0.956			0.992	
Satd. Flow (prot)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Flt Permitted		0.980						0.956			0.992	
Satd. Flow (perm)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	73	21	1	98	17	23	0	2	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	116	0	0	25	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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	

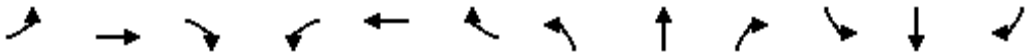
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Future Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	73	21	1	98	17	23	0	2	16	0	85

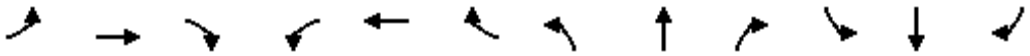
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	97	0	0	270	334	88	325	336	60
Stage 1	-	-	-	-	-	-	217	217	-	109	109	-
Stage 2	-	-	-	-	-	-	53	117	-	216	227	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3095
Pot Cap-1 Maneuver	1473	-	-	1509	-	-	729	647	988	621	588	996
Stage 1	-	-	-	-	-	-	839	772	-	890	809	-
Stage 2	-	-	-	-	-	-	973	829	-	791	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1505	-	-	639	614	984	596	558	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	614	-	596	558	-
Stage 1	-	-	-	-	-	-	797	733	-	848	808	-
Stage 2	-	-	-	-	-	-	887	828	-	751	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.1	10.7	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1473	-	-	1505	-	-	899
HCM Lane V/C Ratio	0.039	0.044	-	-	0.001	-	-	0.113
HCM Control Delay (s)	10.7	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4



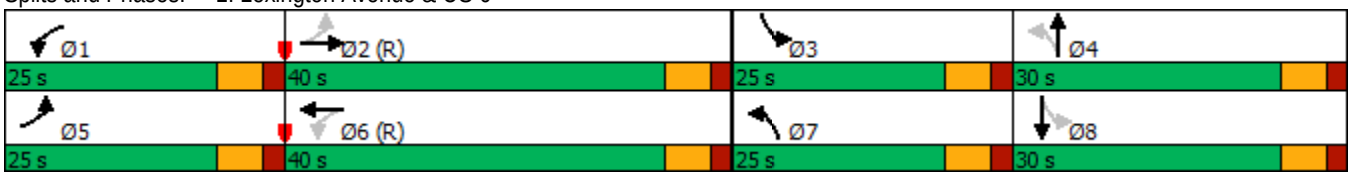
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.977			0.996			0.898			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1705	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.252			0.135			0.386			0.619		
Satd. Flow (perm)	447	1705	0	242	1818	0	679	1530	0	1092	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	649	120	79	610	16	123	63	133	47	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	769	0	79	626	0	123	196	0	47	162	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

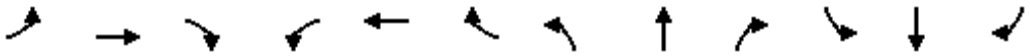


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.86		0.35	0.65		0.44	0.66		0.19	0.73	
Control Delay	12.9	38.6		20.4	27.7		36.2	56.1		30.8	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	38.6		20.4	27.7		36.2	56.1		30.8	67.7	
Queue Length 50th (ft)	18	511		21	218		74	145		27	122	
Queue Length 95th (ft)	45	#933		m78	#527		111	211		50	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	471	897		380	962		349	320		399	322	
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	0.13	0.86		0.21	0.65		0.35	0.61		0.12	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	649	120	79	610	16	123	63	133	47	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	370	812	150	258	1012	27	226	91	192	179	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1447	267	1725	1785	47	1776	531	1120	1649	779	760
Grp Volume(v), veh/h	62	0	769	79	0	626	123	0	196	47	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1714	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	370	0	962	258	0	1039	226	0	283	179	0	198
V/C Ratio(X)	0.17	0.00	0.80	0.31	0.00	0.60	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	591	0	962	472	0	1039	373	0	330	386	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	20.9	18.9	0.0	17.1	40.7	0.0	46.8	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.9	0.2	0.0	2.6	0.8	0.0	3.6	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.9	0.9	0.0	11.5	3.1	0.0	5.8	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	27.9	19.2	0.0	19.7	41.5	0.0	50.3	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		831			705			319			209	
Approach Delay, s/veh		26.8			19.6			46.9			53.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	73.4	10.0	26.5	9.5	74.0	15.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	44.8	5.0	15.4	3.9	29.0	9.0	14.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.1	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	776	22	26	668	22	82
Future Volume (vph)	776	22	26	668	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	817	23	27	703	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	840	0	27	703	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

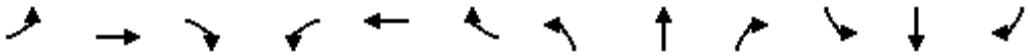
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	776	22	26	668	22	82
Future Vol, veh/h	776	22	26	668	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	817	23	27	703	23	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	846	0	1596	836
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	761	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	800	-	119	366
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	795	-	114	364
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	795	-
HCM Lane V/C Ratio	0.332	-	-	0.034	-
HCM Control Delay (s)	21.2	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

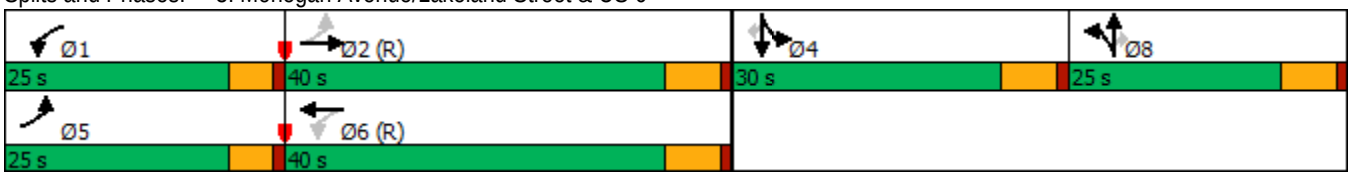
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.986			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.979	
Satd. Flow (prot)	1814	1794	0	1778	1781	0	0	1858	1631	0	1727	1500
Flt Permitted	0.282			0.187				0.968			0.979	
Satd. Flow (perm)	538	1794	0	350	1781	0	0	1847	1593	0	1725	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	766	77	52	638	30	56	28	86	18	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	843	0	52	668	0	0	84	86	0	41	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

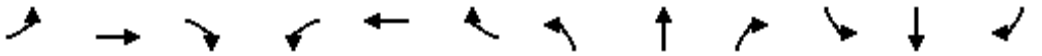


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.15	0.74		0.17	0.60			0.55	0.35		0.31	0.10
Control Delay	13.6	30.5		9.0	20.5			65.1	6.4		56.0	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.6	30.5		9.0	20.5			65.1	6.4		56.0	0.9
Queue Length 50th (ft)	22	503		11	307			64	0		31	0
Queue Length 95th (ft)	m47	m#894		34	613			113	18		62	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	597	1136		488	1111			294	359		345	392
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	0.11	0.74		0.11	0.60			0.29	0.24		0.12	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





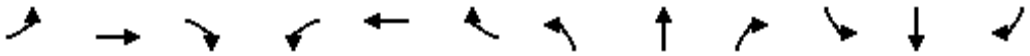
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	766	77	52	638	30	56	28	0	18	23	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	504	1123	113	376	1132	53	73	37		35	44	66
Arrive On Green	0.04	0.67	0.67	0.03	0.67	0.67	0.06	0.06	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1666	167	1759	1687	79	1277	638	1677	814	1040	1549
Grp Volume(v), veh/h	66	0	843	52	0	668	84	0	0	41	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1834	1759	0	1766	1915	0	1677	1853	0	1549
Q Serve(g_s), s	1.3	0.0	33.3	1.1	0.0	24.0	5.2	0.0	0.0	2.6	0.0	1.7
Cycle Q Clear(g_c), s	1.3	0.0	33.3	1.1	0.0	24.0	5.2	0.0	0.0	2.6	0.0	1.7
Prop In Lane	1.00		0.09	1.00		0.04	0.67		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	504	0	1236	376	0	1185	110	0		79	0	66
V/C Ratio(X)	0.13	0.00	0.68	0.14	0.00	0.56	0.77	0.00		0.52	0.00	0.35
Avail Cap(c_a), veh/h	743	0	1236	609	0	1185	303	0		371	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	11.8	10.3	0.0	10.4	55.8	0.0	0.0	56.2	0.0	55.8
Incr Delay (d2), s/veh	0.1	0.0	3.1	0.1	0.0	1.9	4.1	0.0	0.0	1.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	13.2	0.4	0.0	9.1	2.6	0.0	0.0	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	14.9	10.3	0.0	12.4	59.9	0.0	0.0	58.2	0.0	57.0
LnGrp LOS	A	A	B	B	A	B	E	A		E	A	E
Approach Vol, veh/h		909			720			84	A		64	
Approach Delay, s/veh		14.4			12.2			59.9			57.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	86.9		11.1	9.4	86.5		12.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.1	35.3		4.6	3.3	26.0		7.2				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.2	1.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Future Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.989			0.982			0.912	
Flt Protected		0.993			0.993			0.960			0.992	
Satd. Flow (prot)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Flt Permitted		0.993			0.993			0.960			0.992	
Satd. Flow (perm)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	60	96	18	105	10	83	3	13	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	133	0	0	99	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

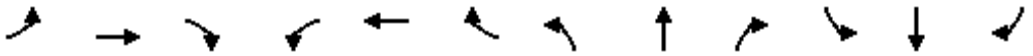
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Future Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	60	96	18	105	10	83	3	13	4	5	17

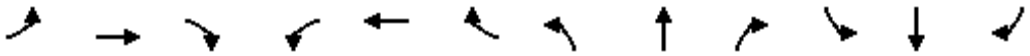
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	116	0	0	156	0	0	254	314	109	318	357	60
Stage 1	-	-	-	-	-	-	162	162	-	147	147	-
Stage 2	-	-	-	-	-	-	92	152	-	171	210	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1419	-	-	1436	-	-	737	660	965	627	572	999
Stage 1	-	-	-	-	-	-	875	803	-	847	779	-
Stage 2	-	-	-	-	-	-	926	809	-	836	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1436	-	-	700	637	964	599	552	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	637	-	599	552	-
Stage 1	-	-	-	-	-	-	857	786	-	828	768	-
Stage 2	-	-	-	-	-	-	892	798	-	804	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	10.8	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	1418	-	-	1436	-	-	791
HCM Lane V/C Ratio	0.136	0.019	-	-	0.013	-	-	0.033
HCM Control Delay (s)	10.8	7.6	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	757	143	102	808	22	170	45	133	60	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	900	0	102	830	0	170	178	0	60	151	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.03		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	69.9		30.9	46.0		36.4	49.0		30.3	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	69.9		30.9	46.0		36.4	49.0		30.3	67.8	
Queue Length 50th (ft)	31	~736		52	484		102	128		34	114	
Queue Length 95th (ft)	91	#1177		m79	m#854		141	186		58	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
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	0.29	1.03		0.30	0.93		0.45	0.52		0.14	0.47	

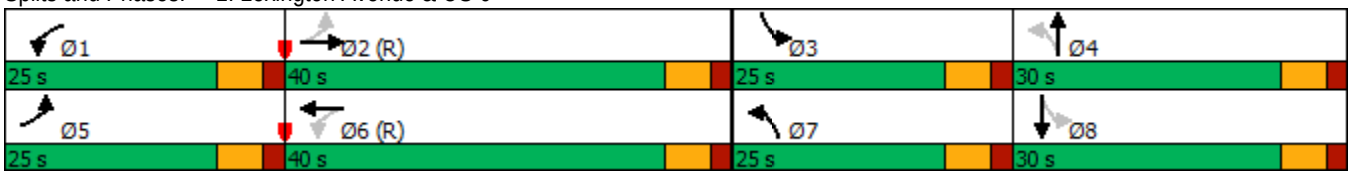
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

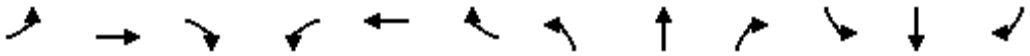
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	757	143	102	808	22	170	45	133	60	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	250	829	157	193	984	27	263	72	212	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1516	286	1781	1796	49	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	900	102	0	830	170	0	178	60	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1845	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	250	0	986	193	0	1011	263	0	284	213	0	178
V/C Ratio(X)	0.40	0.00	0.91	0.53	0.00	0.82	0.65	0.00	0.63	0.28	0.00	0.85
Avail Cap(c_a), veh/h	458	0	986	401	0	1011	375	0	334	414	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	24.6	25.4	0.0	22.3	40.3	0.0	46.3	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	14.1	0.8	0.0	7.5	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.4	1.5	0.0	20.2	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	38.7	26.3	0.0	29.8	41.3	0.0	47.8	44.7	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		999			932			348			211	
Approach Delay, s/veh		36.9			29.4			44.6			53.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.6	11.0	26.4	10.9	71.7	17.7	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	5.0	56.2	5.7	13.9	4.9	46.4	11.5	13.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	913	49	82	958	34	58
Future Volume (vph)	913	49	82	958	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	941	51	85	988	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	992	0	85	988	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

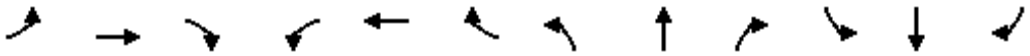
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	913	49	82	958	34	58
Future Vol, veh/h	913	49	82	958	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	941	51	85	988	35	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	992	0	2125	967
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1158	-
Critical Hdwy	-	-	4.49	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.551	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	570	-	55	311
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	298	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	570	-	47	311
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	298	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	570	-
HCM Lane V/C Ratio	0.45	-	-	0.148	-
HCM Control Delay (s)	35.3	-	-	12.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.983			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.061			0.060				0.961			0.976	
Satd. Flow (perm)	116	1854	0	112	1824	0	0	1800	1631	0	1682	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	917	117	59	1004	17	151	35	79	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1034	0	59	1021	0	0	186	79	0	54	21
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.18	0.99		0.37	0.97			0.70	0.23		0.39	0.09
Control Delay	22.2	57.2		19.5	48.4			62.1	2.9		58.3	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	22.2	57.2		19.5	48.4			62.1	2.9		58.3	0.8
Queue Length 50th (ft)	12	~843		16	~853			139	0		41	0
Queue Length 95th (ft)	m26	m#1167		50	#1341			206	10		76	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	358	1043		350	1058			306	379		336	388
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	0.08	0.99		0.17	0.97			0.61	0.21		0.16	0.05

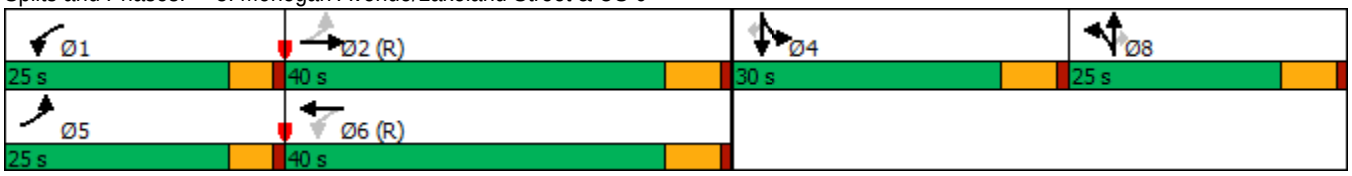
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

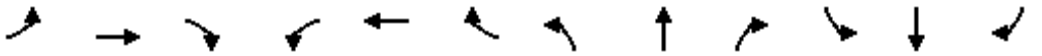
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





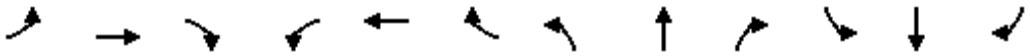
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	917	117	59	1004	17	151	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	164	1001	128	183	1080	18	177	41		49	53	81
Arrive On Green	0.03	0.60	0.60	0.04	0.61	0.61	0.12	0.12	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1847	1672	213	1759	1775	30	1497	347	1677	891	959	1464
Grp Volume(v), veh/h	29	0	1034	59	0	1021	186	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1885	1759	0	1805	1844	0	1677	1850	0	1464
Q Serve(g_s), s	0.7	0.0	58.5	1.5	0.0	61.2	11.9	0.0	0.0	3.4	0.0	1.6
Cycle Q Clear(g_c), s	0.7	0.0	58.5	1.5	0.0	61.2	11.9	0.0	0.0	3.4	0.0	1.6
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	164	0	1129	183	0	1098	218	0		103	0	81
V/C Ratio(X)	0.18	0.00	0.92	0.32	0.00	0.93	0.85	0.00		0.53	0.00	0.26
Avail Cap(c_a), veh/h	424	0	1129	413	0	1098	292	0		370	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	21.4	24.3	0.0	21.2	51.9	0.0	0.0	55.1	0.0	54.3
Incr Delay (d2), s/veh	0.5	0.0	13.0	0.4	0.0	14.7	16.5	0.0	0.0	1.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	27.6	0.9	0.0	27.9	6.5	0.0	0.0	1.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	34.4	24.7	0.0	35.9	68.4	0.0	0.0	56.7	0.0	54.9
LnGrp LOS	C	A	C	C	A	D	E	A		E	A	D
Approach Vol, veh/h		1063			1080			186	A		75	
Approach Delay, s/veh		34.1			35.3			68.4			56.2	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	77.8		12.7	8.1	79.0		20.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.5	60.5		5.4	2.7	63.2		13.9				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.1	0.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			38.0									
HCM 6th LOS			D									

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Future Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.985			0.990			0.893	
Flt Protected		0.985			0.993			0.957			0.992	
Satd. Flow (prot)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.985			0.993			0.957			0.992	
Satd. Flow (perm)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	68	18	96	13	88	2	7	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	127	0	0	97	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

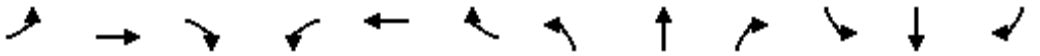
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Future Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	68	18	96	13	88	2	7	15	4	73

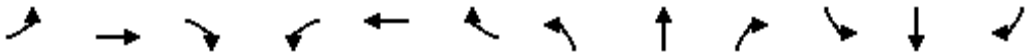
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	142	0	0	318	374	109	369	402	60
Stage 1	-	-	-	-	-	-	228	228	-	140	140	-
Stage 2	-	-	-	-	-	-	90	146	-	229	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1493	-	-	1453	-	-	685	621	965	579	540	999
Stage 1	-	-	-	-	-	-	830	766	-	854	785	-
Stage 2	-	-	-	-	-	-	936	812	-	778	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1492	-	-	1446	-	-	598	582	959	547	507	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	582	-	547	507	-
Stage 1	-	-	-	-	-	-	789	728	-	816	774	-
Stage 2	-	-	-	-	-	-	848	801	-	735	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1	11.9	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1492	-	-	1446	-	-	843
HCM Lane V/C Ratio	0.158	0.04	-	-	0.012	-	-	0.11
HCM Control Delay (s)	11.9	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.645		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1197	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		11			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	866	237	82	957	27	243	39	139	39	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1103	0	82	984	0	243	178	0	39	143	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.26		0.47	1.15		0.62	0.44		0.16	0.70	
Control Delay	31.1	154.4		28.0	105.7		38.3	41.6		28.5	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	154.4		28.0	105.7		38.3	41.6		28.5	67.4	
Queue Length 50th (ft)	35	~1112		25	~895		145	121		21	108	
Queue Length 95th (ft)	92	#1482		m67	#1254		203	185		43	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	877		346	859		402	405		428	331	
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	0.31	1.26		0.24	1.15		0.60	0.44		0.09	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 150

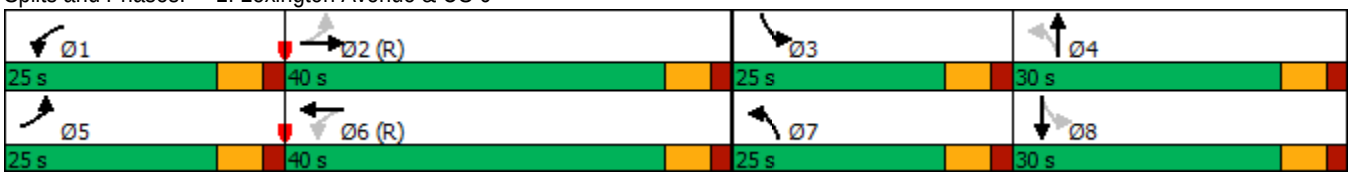
Control Type: Actuated-Coordinated

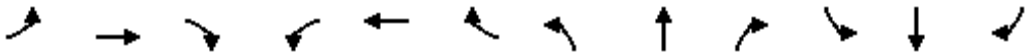
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	866	237	82	957	27	243	39	139	39	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	739	202	126	945	27	328	78	278	229	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1406	385	1810	1824	51	1847	371	1323	1720	621	994
Grp Volume(v), veh/h	104	0	1103	82	0	984	243	0	178	39	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1694	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	126	0	972	328	0	357	229	0	171
V/C Ratio(X)	0.75	0.00	1.17	0.65	0.00	1.01	0.74	0.00	0.50	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	357	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.8	46.1	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	88.5	2.1	0.0	32.0	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	48.4	1.2	0.0	34.8	6.6	0.0	4.7	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	117.0	30.7	0.0	60.9	44.4	0.0	42.2	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1207			1066			421			182	
Approach Delay, s/veh		109.6			58.6			43.5			54.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	69.1	9.2	31.3	11.3	68.2	21.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	65.1	4.4	13.1	5.3	64.2	15.6	12.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3

Intersection Summary		
HCM 6th Ctrl Delay		77.5
HCM 6th LOS		E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	952	36	44	1003	20	53
Future Volume (vph)	952	36	44	1003	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	992	38	46	1045	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1030	0	46	1045	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

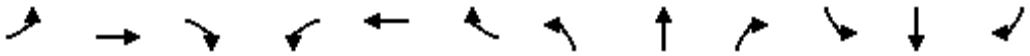
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	952	36	44	1003	20	53
Future Vol, veh/h	952	36	44	1003	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	992	38	46	1045	21	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1034	0	2152	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1137	-
Critical Hdwy	-	-	4.15	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	661	-	54	284
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	658	-	50	283
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	309	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	658	-
HCM Lane V/C Ratio	0.329	-	-	0.07	-
HCM Control Delay (s)	28	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.985			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.958			0.969	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1807	1584	0	1636	1500
Flt Permitted	0.083			0.055				0.958			0.969	
Satd. Flow (perm)	158	1854	0	103	1824	0	0	1788	1584	0	1636	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	973	110	55	981	12	129	19	68	20	11	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1083	0	55	993	0	0	148	68	0	31	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

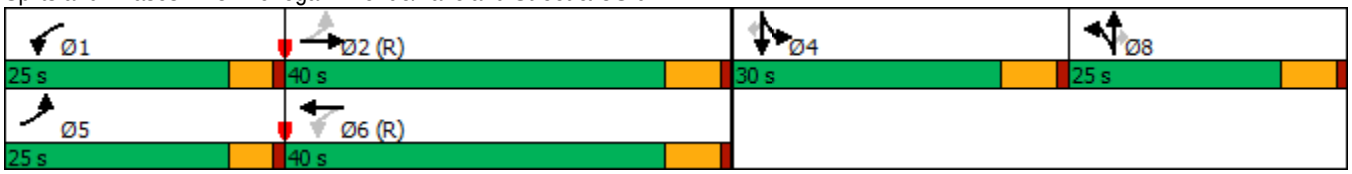


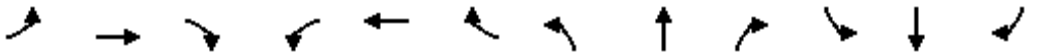
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.10	0.97		0.35	0.86			0.69	0.23		0.26	0.10
Control Delay	18.8	45.2		17.8	30.5			66.6	1.7		55.0	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	18.8	45.2		17.8	30.5			66.6	1.7		55.0	0.9
Queue Length 50th (ft)	8	~732		13	502			112	0		24	0
Queue Length 95th (ft)	m14	m#898		47	#1237			174	1		50	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	383	1111		349	1159			288	359		327	391
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	0.05	0.97		0.16	0.86			0.51	0.19		0.09	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





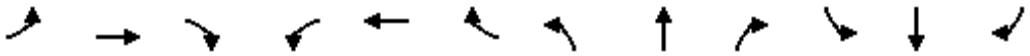
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	973	110	55	981	12	129	19	0	20	11	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	229	1080	122	197	1162	14	156	23		51	28	66
Arrive On Green	0.02	0.64	0.64	0.04	0.65	0.65	0.09	0.09	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1698	192	1759	1784	22	1653	243	1639	1184	651	1530
Grp Volume(v), veh/h	19	0	1083	55	0	993	148	0	0	31	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1890	1759	0	1806	1896	0	1639	1835	0	1530
Q Serve(g_s), s	0.4	0.0	58.7	1.3	0.0	51.1	9.2	0.0	0.0	2.0	0.0	1.8
Cycle Q Clear(g_c), s	0.4	0.0	58.7	1.3	0.0	51.1	9.2	0.0	0.0	2.0	0.0	1.8
Prop In Lane	1.00		0.10	1.00		0.01	0.87		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	229	0	1202	197	0	1176	179	0		79	0	66
V/C Ratio(X)	0.08	0.00	0.90	0.28	0.00	0.84	0.83	0.00		0.39	0.00	0.35
Avail Cap(c_a), veh/h	500	0	1202	429	0	1176	300	0		367	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	18.6	22.8	0.0	16.2	53.4	0.0	0.0	55.9	0.0	55.8
Incr Delay (d2), s/veh	0.2	0.0	11.0	0.3	0.0	7.5	3.7	0.0	0.0	1.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	26.6	0.8	0.0	21.2	4.6	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	29.6	23.0	0.0	23.7	57.0	0.0	0.0	57.1	0.0	57.0
LnGrp LOS	B	A	C	C	A	C	E	A		E	A	E
Approach Vol, veh/h		1102			1048			148	A		54	
Approach Delay, s/veh		29.4			23.6			57.0			57.0	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	82.3		11.1	7.3	84.2		17.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.3	60.7		4.0	2.4	53.1		11.2				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		29.2	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Future Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.979			0.987			0.886	
Flt Protected		0.984			0.998			0.957			0.992	
Satd. Flow (prot)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Flt Permitted		0.984			0.998			0.957			0.992	
Satd. Flow (perm)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	72	64	6	98	17	67	0	7	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	0	0	121	0	0	74	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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	

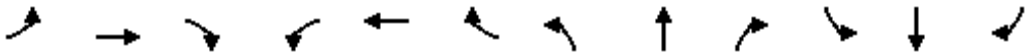
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Future Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	72	64	6	98	17	67	0	7	16	0	85

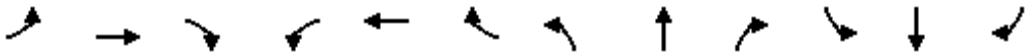
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	139	0	0	300	364	108	358	388	60
Stage 1	-	-	-	-	-	-	237	237	-	119	119	-
Stage 2	-	-	-	-	-	-	63	127	-	239	269	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3095
Pot Cap-1 Maneuver	1473	-	-	1457	-	-	701	627	966	589	550	996
Stage 1	-	-	-	-	-	-	823	761	-	879	801	-
Stage 2	-	-	-	-	-	-	963	823	-	769	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1453	-	-	613	593	962	561	520	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	593	-	561	520	-
Stage 1	-	-	-	-	-	-	781	722	-	837	798	-
Stage 2	-	-	-	-	-	-	875	820	-	726	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.4	11.4	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	636	1473	-	-	1453	-	-	886
HCM Lane V/C Ratio	0.116	0.044	-	-	0.004	-	-	0.114
HCM Control Delay (s)	11.4	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4



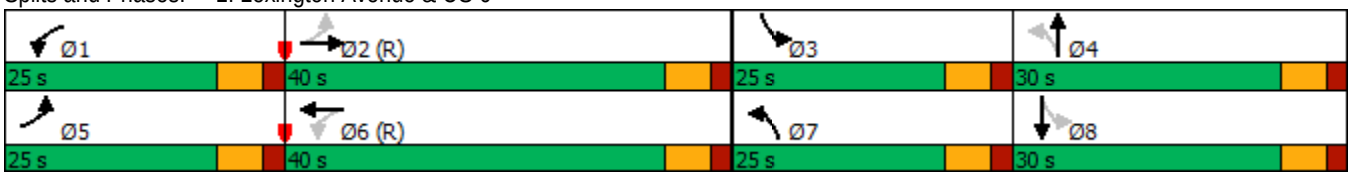
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.977			0.996			0.898			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1705	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.252			0.135			0.386			0.619		
Satd. Flow (perm)	447	1705	0	242	1818	0	679	1530	0	1092	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	649	120	79	610	16	123	63	133	47	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	769	0	79	626	0	123	196	0	47	162	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

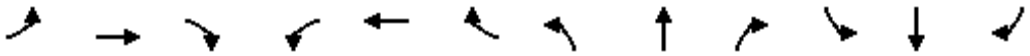


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.86		0.35	0.65		0.44	0.66		0.19	0.73	
Control Delay	12.9	38.6		19.3	29.2		36.2	56.1		30.8	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	38.6		19.3	29.2		36.2	56.1		30.8	67.7	
Queue Length 50th (ft)	18	511		21	268		74	145		27	122	
Queue Length 95th (ft)	45	#933		82	#565		111	211		50	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	471	897		380	962		349	320		399	322	
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	0.13	0.86		0.21	0.65		0.35	0.61		0.12	0.50	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	649	120	79	610	16	123	63	133	47	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	370	812	150	258	1012	27	226	91	192	179	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1447	267	1725	1785	47	1776	531	1120	1649	779	760
Grp Volume(v), veh/h	62	0	769	79	0	626	123	0	196	47	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1714	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	370	0	962	258	0	1039	226	0	283	179	0	198
V/C Ratio(X)	0.17	0.00	0.80	0.31	0.00	0.60	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	591	0	962	472	0	1039	373	0	330	386	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	20.9	18.9	0.0	17.1	40.7	0.0	46.8	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.9	0.2	0.0	2.6	0.8	0.0	3.6	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.9	0.9	0.0	11.5	3.1	0.0	5.8	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	27.9	19.2	0.0	19.7	41.5	0.0	50.3	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		831			705			319			209	
Approach Delay, s/veh		26.8			19.6			46.9			53.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	73.4	10.0	26.5	9.5	74.0	15.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	44.8	5.0	15.4	3.9	29.0	9.0	14.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.1	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	776	22	26	668	22	82
Future Volume (vph)	776	22	26	668	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	817	23	27	703	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	840	0	27	703	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

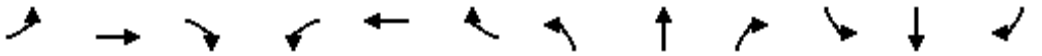
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	776	22	26	668	22	82
Future Vol, veh/h	776	22	26	668	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	817	23	27	703	23	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	846	0	1596	836
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	761	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	800	-	119	366
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	795	-	114	364
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	795	-
HCM Lane V/C Ratio	0.332	-	-	0.034	-
HCM Control Delay (s)	21.2	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

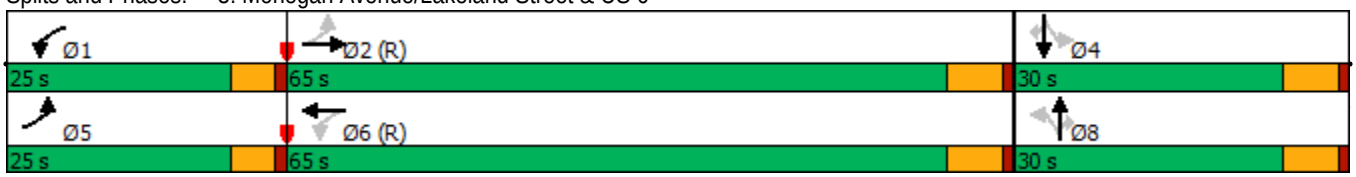


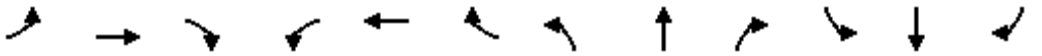
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.986			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.979	
Satd. Flow (prot)	1814	1794	0	1778	1781	0	0	1858	1631	0	1727	1500
Flt Permitted	0.339			0.257				0.774			0.824	
Satd. Flow (perm)	647	1794	0	481	1781	0	0	1476	1595	0	1452	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3				86			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	766	77	52	638	30	56	28	86	18	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	843	0	52	668	0	0	84	86	0	41	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.12	0.64		0.12	0.52			0.58	0.37		0.29	0.11
Control Delay	4.7	13.5		3.7	10.6			66.2	14.1		53.1	1.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.7	13.5		3.7	10.6			66.2	14.1		53.1	1.0
Queue Length 50th (ft)	12	256		6	212			64	0		30	0
Queue Length 95th (ft)	m21	m427		19	390			110	46		63	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	718	1310		605	1287			295	387		290	349
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	0.09	0.64		0.09	0.52			0.28	0.22		0.14	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





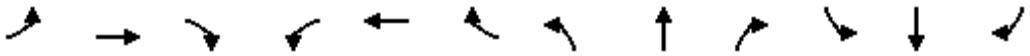
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	766	77	52	638	30	56	28	0	18	23	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	588	1232	124	454	1243	58	117	43		91	99	133
Arrive On Green	0.04	0.74	0.74	0.03	0.74	0.74	0.08	0.08	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1847	1666	167	1759	1687	79	793	504	1677	565	1173	1577
Grp Volume(v), veh/h	66	0	843	52	0	668	84	0	0	41	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1834	1759	0	1766	1297	0	1677	1738	0	1577
Q Serve(g_s), s	1.0	0.0	26.6	0.8	0.0	19.2	5.6	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.0	0.0	26.6	0.8	0.0	19.2	8.1	0.0	0.0	2.4	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.04	0.67		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	588	0	1356	454	0	1301	160	0		190	0	133
V/C Ratio(X)	0.11	0.00	0.62	0.11	0.00	0.51	0.53	0.00		0.22	0.00	0.17
Avail Cap(c_a), veh/h	827	0	1356	687	0	1301	340	0		378	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	7.5	6.4	0.0	6.7	54.6	0.0	0.0	51.4	0.0	51.0
Incr Delay (d2), s/veh	0.1	0.0	2.2	0.0	0.0	1.4	1.0	0.0	0.0	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.5	0.2	0.0	6.6	2.5	0.0	0.0	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.0	9.7	6.4	0.0	8.1	55.6	0.0	0.0	51.6	0.0	51.3
LnGrp LOS	A	A	A	A	A	A	E	A		D	A	D
Approach Vol, veh/h		909			720			84	A		64	
Approach Delay, s/veh		9.3			8.0			55.6			51.5	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	94.7		16.1	9.4	94.4		16.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	2.8	28.6		4.4	3.0	21.2		10.1				
Green Ext Time (p_c), s	0.1	6.0		0.1	0.2	2.4		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.5	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Future Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.989			0.982			0.912	
Flt Protected		0.993			0.993			0.960			0.992	
Satd. Flow (prot)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Flt Permitted		0.993			0.993			0.960			0.992	
Satd. Flow (perm)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1					1	1		1	1		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	60	96	18	105	10	83	3	13	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	133	0	0	99	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

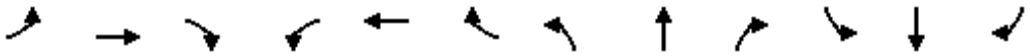
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Future Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	60	96	18	105	10	83	3	13	4	5	17

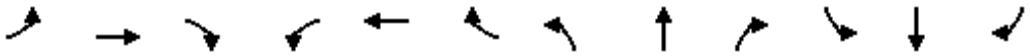
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	116	0	0	156	0	0	254	314	109	318	357	60
Stage 1	-	-	-	-	-	-	162	162	-	147	147	-
Stage 2	-	-	-	-	-	-	92	152	-	171	210	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1419	-	-	1436	-	-	737	660	965	627	572	999
Stage 1	-	-	-	-	-	-	875	803	-	847	779	-
Stage 2	-	-	-	-	-	-	926	809	-	836	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1436	-	-	700	637	964	599	552	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	637	-	599	552	-
Stage 1	-	-	-	-	-	-	857	786	-	828	768	-
Stage 2	-	-	-	-	-	-	892	798	-	804	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	10.8	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	1418	-	-	1436	-	-	791
HCM Lane V/C Ratio	0.136	0.019	-	-	0.013	-	-	0.033
HCM Control Delay (s)	10.8	7.6	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	757	143	102	808	22	170	45	133	60	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	900	0	102	830	0	170	178	0	60	151	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.03		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	69.9		26.7	51.0		36.4	49.0		30.3	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	69.9		26.7	51.0		36.4	49.0		30.3	67.8	
Queue Length 50th (ft)	31	~736		51	618		102	128		34	114	
Queue Length 95th (ft)	91	#1177		m77	#1037		141	186		58	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
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	0.29	1.03		0.30	0.93		0.45	0.52		0.14	0.47	

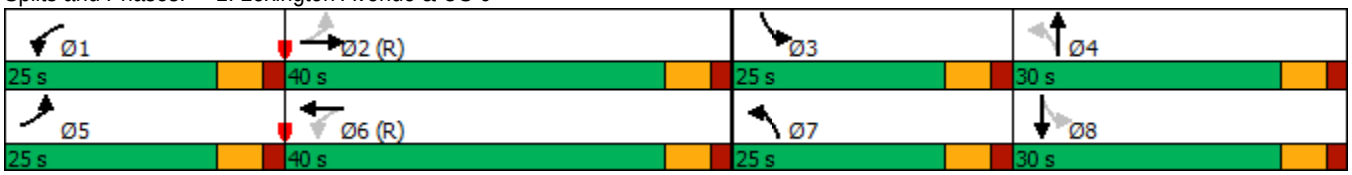
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

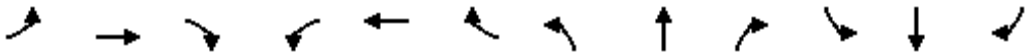
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	757	143	102	808	22	170	45	133	60	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	250	829	157	193	984	27	263	72	212	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1516	286	1781	1796	49	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	900	102	0	830	170	0	178	60	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1845	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	250	0	986	193	0	1011	263	0	284	213	0	178
V/C Ratio(X)	0.40	0.00	0.91	0.53	0.00	0.82	0.65	0.00	0.63	0.28	0.00	0.85
Avail Cap(c_a), veh/h	458	0	986	401	0	1011	375	0	334	414	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	24.6	25.4	0.0	22.3	40.3	0.0	46.3	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	14.1	0.8	0.0	7.5	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.4	1.5	0.0	20.2	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	38.7	26.3	0.0	29.8	41.3	0.0	47.8	44.7	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		999			932			348			211	
Approach Delay, s/veh		36.9			29.4			44.6			53.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.6	11.0	26.4	10.9	71.7	17.7	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	5.0	56.2	5.7	13.9	4.9	46.4	11.5	13.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	913	49	82	958	34	58
Future Volume (vph)	913	49	82	958	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	941	51	85	988	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	992	0	85	988	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

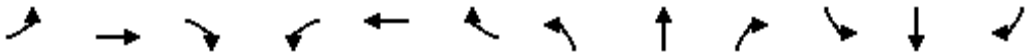
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	913	49	82	958	34	58
Future Vol, veh/h	913	49	82	958	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	941	51	85	988	35	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	992	0	2125	967
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1158	-
Critical Hdwy	-	-	4.49	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.551	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	570	-	55	311
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	298	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	570	-	47	311
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	298	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	570	-
HCM Lane V/C Ratio	0.45	-	-	0.148	-
HCM Control Delay (s)	35.3	-	-	12.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.983			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.116			0.097				0.729			0.714	
Satd. Flow (perm)	222	1854	0	182	1824	0	0	1365	1631	0	1230	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1				79			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	917	117	59	1004	17	151	35	79	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1034	0	59	1021	0	0	186	79	0	54	21
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.12	0.85		0.28	0.83			0.81	0.23		0.26	0.07
Control Delay	7.7	23.0		8.5	24.9			72.4	10.4		45.0	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	7.7	23.0		8.5	24.9			72.4	10.4		45.0	0.5
Queue Length 50th (ft)	6	393		11	628			138	0		36	0
Queue Length 95th (ft)	m11	m541		25	#1018			#223	42		74	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	429	1216		400	1226			273	389		246	345
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	0.07	0.85		0.15	0.83			0.68	0.20		0.22	0.06

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

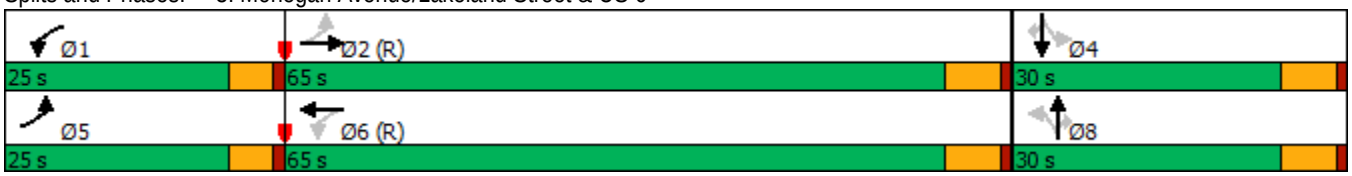
Natural Cycle: 90

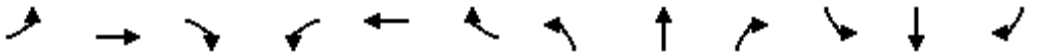
Control Type: Actuated-Coordinated

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

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

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





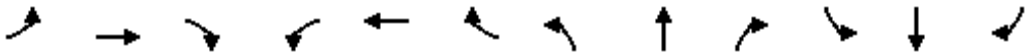
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	917	117	59	1004	17	151	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	235	1090	139	247	1175	20	225	39		168	167	262
Arrive On Green	0.03	0.65	0.65	0.04	0.66	0.66	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1847	1672	213	1759	1775	30	1000	232	1677	725	980	1537
Grp Volume(v), veh/h	29	0	1034	59	0	1021	186	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1885	1759	0	1805	1232	0	1677	1705	0	1537
Q Serve(g_s), s	0.6	0.0	50.7	1.3	0.0	52.8	15.2	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.6	0.0	50.7	1.3	0.0	52.8	18.2	0.0	0.0	3.0	0.0	1.4
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	235	0	1229	247	0	1195	264	0		335	0	262
V/C Ratio(X)	0.12	0.00	0.84	0.24	0.00	0.85	0.70	0.00		0.16	0.00	0.08
Avail Cap(c_a), veh/h	495	0	1229	477	0	1195	307	0		382	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	16.1	18.1	0.0	15.8	50.3	0.0	0.0	42.5	0.0	41.9
Incr Delay (d2), s/veh	0.2	0.0	7.0	0.2	0.0	7.9	5.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	21.9	0.7	0.0	21.8	5.9	0.0	0.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	23.1	18.3	0.0	23.7	56.2	0.0	0.0	42.6	0.0	41.9
LnGrp LOS	B	A	C	B	A	C	E	A		D	A	D
Approach Vol, veh/h		1063			1080			186	A		75	
Approach Delay, s/veh		23.0			23.4			56.2			42.4	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	84.3		26.4	8.1	85.5		26.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	3.3	52.7		5.0	2.6	54.8		20.2				
Green Ext Time (p_c), s	0.1	3.5		0.2	0.1	1.8		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Future Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.985			0.990			0.893	
Flt Protected		0.985			0.993			0.957			0.992	
Satd. Flow (prot)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.985			0.993			0.957			0.992	
Satd. Flow (perm)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	68	18	96	13	88	2	7	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	127	0	0	97	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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

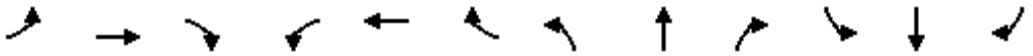
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Future Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	68	18	96	13	88	2	7	15	4	73

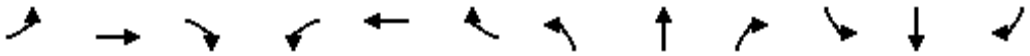
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	142	0	0	318	374	109	369	402	60
Stage 1	-	-	-	-	-	-	228	228	-	140	140	-
Stage 2	-	-	-	-	-	-	90	146	-	229	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1493	-	-	1453	-	-	685	621	965	579	540	999
Stage 1	-	-	-	-	-	-	830	766	-	854	785	-
Stage 2	-	-	-	-	-	-	936	812	-	778	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1492	-	-	1446	-	-	598	582	959	547	507	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	582	-	547	507	-
Stage 1	-	-	-	-	-	-	789	728	-	816	774	-
Stage 2	-	-	-	-	-	-	848	801	-	735	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1	11.9	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1492	-	-	1446	-	-	843
HCM Lane V/C Ratio	0.158	0.04	-	-	0.012	-	-	0.11
HCM Control Delay (s)	11.9	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%			4%	
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.645		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1197	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		11			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	866	237	82	957	27	243	39	139	39	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1103	0	82	984	0	243	178	0	39	143	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					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template		NYSDOT										
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.26		0.47	1.15		0.62	0.44		0.16	0.70	
Control Delay	31.1	154.4		24.6	108.9		38.3	41.6		28.5	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	154.4		24.6	108.9		38.3	41.6		28.5	67.4	
Queue Length 50th (ft)	35	~1112		30	~895		145	121		21	108	
Queue Length 95th (ft)	92	#1482		m67	#1272		203	185		43	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	877		346	859		402	405		428	331	
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	0.31	1.26		0.24	1.15		0.60	0.44		0.09	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 150

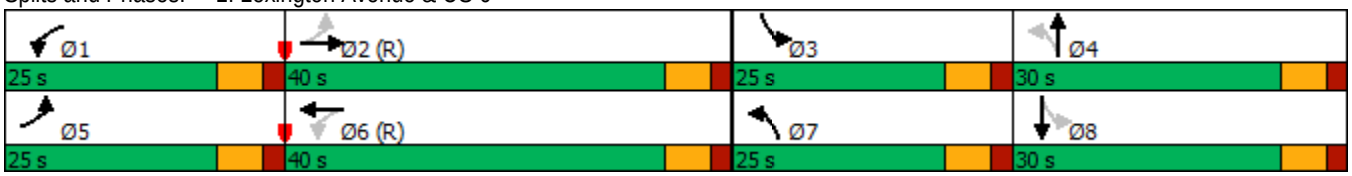
Control Type: Actuated-Coordinated

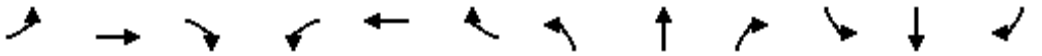
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Lexington Avenue & US 6





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	866	237	82	957	27	243	39	139	39	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	739	202	126	945	27	328	78	278	229	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1406	385	1810	1824	51	1847	371	1323	1720	621	994
Grp Volume(v), veh/h	104	0	1103	82	0	984	243	0	178	39	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1694	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	126	0	972	328	0	357	229	0	171
V/C Ratio(X)	0.75	0.00	1.17	0.65	0.00	1.01	0.74	0.00	0.50	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	357	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.8	46.1	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	88.5	2.1	0.0	32.0	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	48.4	1.2	0.0	34.8	6.6	0.0	4.7	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	117.0	30.7	0.0	60.9	44.4	0.0	42.2	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1207			1066			421			182	
Approach Delay, s/veh		109.6			58.6			43.5			54.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	69.1	9.2	31.3	11.3	68.2	21.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	65.1	4.4	13.1	5.3	64.2	15.6	12.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	77.5
HCM 6th LOS	E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	952	36	44	1003	20	53
Future Volume (vph)	952	36	44	1003	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	992	38	46	1045	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1030	0	46	1045	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

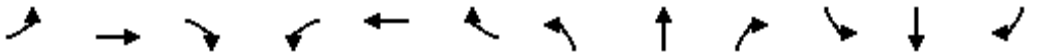
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	952	36	44	1003	20	53
Future Vol, veh/h	952	36	44	1003	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	992	38	46	1045	21	55

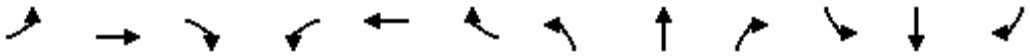
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1034	0	2152	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1137	-
Critical Hdwy	-	-	4.15	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	661	-	54	284
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	309	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	658	-	50	283
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	309	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	658	-
HCM Lane V/C Ratio	0.329	-	-	0.07	-
HCM Control Delay (s)	28	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-



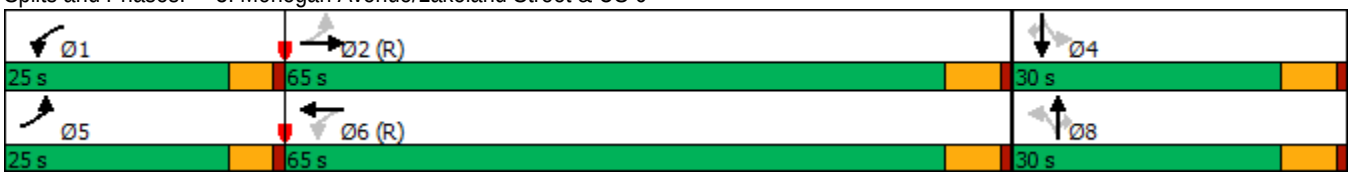
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.985			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.958			0.969	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1807	1584	0	1636	1500
Flt Permitted	0.164			0.092				0.731			0.752	
Satd. Flow (perm)	313	1854	0	172	1824	0	0	1364	1584	0	1270	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			1				73			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	973	110	55	981	12	129	19	68	20	11	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1083	0	55	993	0	0	148	68	0	31	23
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		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYSDOT			NYSDOT		Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38
Detector 2 Size(ft)	40	40		40	40			40	40		40	40

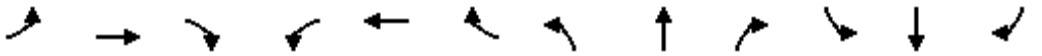


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.06	0.86		0.27	0.76			0.76	0.23		0.17	0.08
Control Delay	6.9	21.2		7.6	18.3			71.6	10.4		44.7	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.9	21.2		7.6	18.3			71.6	10.4		44.7	0.6
Queue Length 50th (ft)	4	399		9	356			111	0		21	0
Queue Length 95th (ft)	m6	m411		24	#966			175	36		48	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	489	1266		399	1309			272	375		254	348
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	0.04	0.86		0.14	0.76			0.54	0.18		0.12	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6





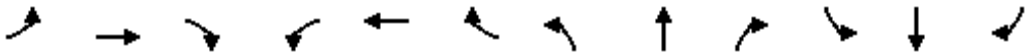
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	973	110	55	981	12	129	19	0	20	11	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	302	1175	133	265	1263	15	207	22		183	91	207
Arrive On Green	0.02	0.69	0.69	0.04	0.71	0.71	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1847	1698	192	1759	1784	22	1148	169	1639	1016	691	1581
Grp Volume(v), veh/h	19	0	1083	55	0	993	148	0	0	31	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1890	1759	0	1806	1317	0	1639	1708	0	1581
Q Serve(g_s), s	0.4	0.0	49.6	1.1	0.0	42.9	11.7	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	0.4	0.0	49.6	1.1	0.0	42.9	13.5	0.0	0.0	1.8	0.0	1.5
Prop In Lane	1.00		0.10	1.00		0.01	0.87		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	302	0	1308	265	0	1278	229	0		273	0	207
V/C Ratio(X)	0.06	0.00	0.83	0.21	0.00	0.78	0.65	0.00		0.11	0.00	0.11
Avail Cap(c_a), veh/h	574	0	1308	497	0	1278	331	0		380	0	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	13.3	16.1	0.0	11.4	52.0	0.0	0.0	46.1	0.0	46.0
Incr Delay (d2), s/veh	0.1	0.0	6.1	0.1	0.0	4.7	1.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	20.4	0.7	0.0	16.3	4.4	0.0	0.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	19.5	16.2	0.0	16.1	53.2	0.0	0.0	46.1	0.0	46.0
LnGrp LOS	B	A	B	B	A	B	D	A		D	A	D
Approach Vol, veh/h		1102			1048			148	A		54	
Approach Delay, s/veh		19.3			16.1			53.2			46.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	89.1		21.7	7.3	90.9		21.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	3.1	51.6		3.8	2.4	44.9		15.5				
Green Ext Time (p_c), s	0.1	4.2		0.1	0.0	3.6		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		20.6	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Future Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.979			0.987			0.886	
Flt Protected		0.984			0.998			0.957			0.992	
Satd. Flow (prot)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Flt Permitted		0.984			0.998			0.957			0.992	
Satd. Flow (perm)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	72	64	6	98	17	67	0	7	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	0	0	121	0	0	74	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	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	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Future Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	72	64	6	98	17	67	0	7	16	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	139	0	0	300	364	108	358	388	60
Stage 1	-	-	-	-	-	-	237	237	-	119	119	-
Stage 2	-	-	-	-	-	-	63	127	-	239	269	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3095
Pot Cap-1 Maneuver	1473	-	-	1457	-	-	701	627	966	589	550	996
Stage 1	-	-	-	-	-	-	823	761	-	879	801	-
Stage 2	-	-	-	-	-	-	963	823	-	769	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1453	-	-	613	593	962	561	520	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	593	-	561	520	-
Stage 1	-	-	-	-	-	-	781	722	-	837	798	-
Stage 2	-	-	-	-	-	-	875	820	-	726	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.4	11.4	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	636	1473	-	-	1453	-	-	886
HCM Lane V/C Ratio	0.116	0.044	-	-	0.004	-	-	0.114
HCM Control Delay (s)	11.4	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4