RALPH G. MASTROMONACO, P.E., P.C.
Consulting Engineers
13 Dove Court, Croton-on-Hudson, New York 10520
Tel: (914) 271-4762 Fax: (914) 271-2820

Civil / Environmental
www.rgmpepc.com

Mr. Lou Larizza
Lazz Development
211 South Ridge Street
Rye Brook, NY 10573

April 16, 2014

Re: The Courtyard at Theodore Fremd,
City of Rye, New York

Dear Lou:

As requested, we have studied traffic generation if the site was used as it is currently zoned.

The property is in two (2) Zoning Districts. The area fronting on Theodore Fremd contains approximately 11,692 square feet in the B-1, Neighborhood Business District. The rear of the property contains approximately 78,939 square feet in the B-6, General Business District.

We selected various Permitted Uses found in Article VIII, Chapter 197-86, Tables of Regulations and further selected a probable building size for each zone.

Zone B-1:

Area in zone:	11,692 SF
Possible Use	Filling Stations (Rye Zoning Chapter 197-86)
Building size:	3,000 SF

ITE Section 845, Service Station with Convenience Market, Average Vehicle Trip Ends Vs: 1000 SF Floor Area:

AM Peak Hour Generator = 92 Average Rate Trip Ends
PM Peak Hour Generator = 103 Average Rate Trip Ends

Zone B-6:

Area in zone:	78,939 SF
Possible Use	Limited Manufacturing (Rye Zoning Chapter 197-86)
Building size:	24,000 SF

ITE Section 110, General Light Industrial, Average Vehicle Trip Ends Vs: 1000 SF Floor Area:

AM Peak Hour Generator = 24 Average Rate Trip Ends
PM Peak Hour Generator = 24 Average Rate Trip Ends

Therefore, the total trip ends for the site are approximately 116 and 127 for the AM and PM peak hour.

This research is based upon the Trip Generation manual, 5th Addition, by the Institute of Transportation Engineers.

It should be noted that that there are other uses permitted with other Trip Generation information available for different uses and intensity of uses.

Please call me if you have any questions.

Sincerely,

Ralph G. Mastromonaco
Enclosures

Theodore Fremd Avenue

ZONE B6		
Area In Zone	78939	sf
Building	24000	sf
Parking spaces	80	
Area of Parking Spaces	36000	sf
Total Area Used	60000	sf
Open Space	18939	sf
Computed FAR	**0.304**	
Max Allowable FAR	**0.750**	

ZONE B1		
Area In Zone	11692	sf
Building	3000	sf
Parking spaces	10	
Area of Parking Spaces	4500	sf
Total Area Used	7500	sf
Open Space	4192	sf
Computed FAR	**0.257**	
Max Allowable FAR	**0.500**	

Subject: Fremd - Alternates

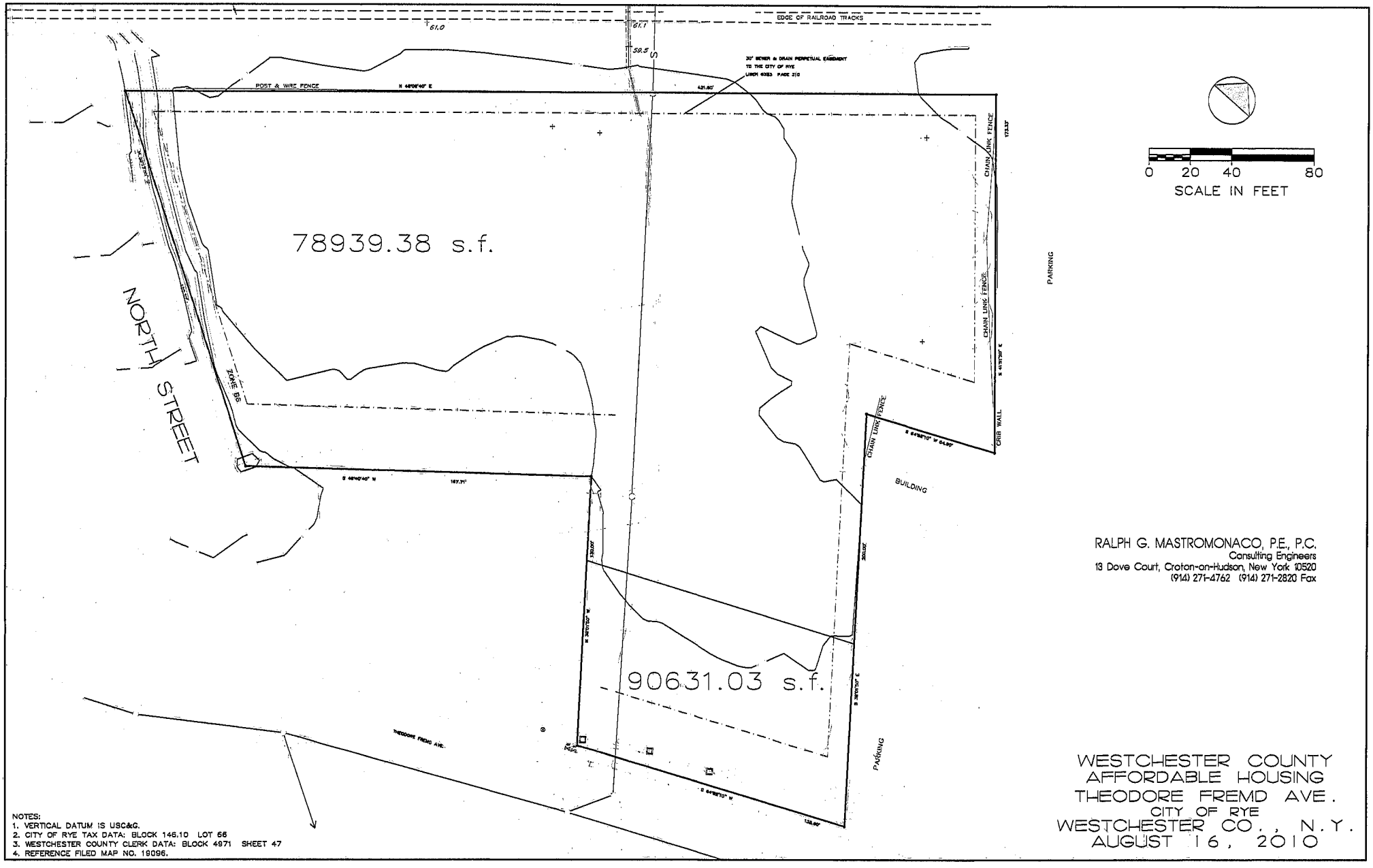
ZONE B1 (Front on Theo Fremd has 11,690 s.f.) can support a service station. The nominal building size would be 2,100 square feet in the area of property of 11,690 square feet. The maximum building size would be about 4,000 square feet.

ZONE B6 (Back area, fronts on North Street has 78,939 s.f.) can support a Kennel with a nominal building size of 14,300 square feet. A maximum building size of 30,000 square feet is possible.

Subject: Re: Fremd - Vehicle Trips

Trips for Senior Housing:

	In	Out	Total
AM	17	20	37
PM	13	8	21
SAT	14	11	25



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WESTCHESTER COUNTY AFFORDABLE HOUSING
THEODORE FREMD AVE.
CITY OF RYE
WESTCHESTER CO., N.Y.
AUGUST 16, 2010

NOTES:
1. VERTICAL DATUM IS USC&G.
2. CITY OF RYE TAX DATA: BLOCK 146.10 LOT 66
3. WESTCHESTER COUNTY CLERK DATA: BLOCK 4971 SHEET 47
4. REFERENCE FILED MAP NO. 19096.

Rye Police Department

21 McCullough PL
Rye, NY 10580
Phone: (914) 967-1234 Fax: (914) 967-8341

Incident Search Result Report

Case#	Reported Date/Time	Location	CAD CFS Code	RMS CFS Code	Officer	RMS Disposition	CAD Disposition	Sol. Rating
10-00063	01/02/2010 18:03:59	300 Theall Rd 3o Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Washco Jason S			
10-00094	01/03/2010 08:10:23	300 Theall Rd Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-00403	01/09/2010 01:57:36	300 Theall Rd 4N Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C			
10-01059	01/19/2010 11:25:55	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J			
10-01199	01/22/2010 01:35:58	300 Theall Rd Rye NY	CFS.116-Property Check	CFS.116-Property Check				
10-03081	02/21/2010 12:29:28	300 Theall Rd 1P Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-03913	03/09/2010 04:53:05	300 Theall Rd 10 Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Incalcatera Christine			
10-04182	03/13/2010 09:56:40	300 Theall Rd 3EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-04307	03/14/2010 08:31:12	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-04319	03/14/2010 10:10:27	300 Theall Rd 4a Rye NY	CFS.044-Unattended Death	CFS.044-Unattended Death	Xxxkennedy Angelina T.			
10-04763	03/22/2010 12:34:14	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			
10-04940	03/25/2010 13:29:41	300 Theall Rd Rye NY	CFS.238-Assist Other Police Department	CFS.238-Assist Other Police Department				
10-05279	04/02/2010 08:07:30	300 Theall Rd 3U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			
10-05312	04/02/2010 17:35:22	300 Theall Rd FLR 4 APT Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Hein Albert P.			
10-05502	04/07/2010 00:14:39	300 Theall Rd 3a Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-05520	04/07/2010 10:50:38	300 Theall Rd 3a Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-05625	04/09/2010 04:05:52	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-05758	04/12/2010 04:15:07	300 Theall Rd 4b Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Incalcatera Christine			
10-06069	04/18/2010 13:40:02	300 Theall Rd 1n Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			

10-06145	04/20/2010 22:18:59	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-06165	04/21/2010 10:32:14	300 Theall Rd 2R Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
10-06593	05/02/2010 08:12:11	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-06672	05/03/2010 22:12:58	300 Theall Rd 4G Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-06684	05/04/2010 09:14:40	300 Theall Rd 4G Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Xxxkennedy Angelina T.			
10-06743	05/05/2010 16:54:38	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-07227	05/18/2010 11:23:50	300 Theall Rd 2o Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rivera David			
10-07335	05/21/2010 09:01:31	300 Theall Rd 3dd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rivera David			
10-07432	05/24/2010 09:15:03	300 Theall Rd 2H Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-08208	06/07/2010 09:57:28	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Hein Albert P.			
10-08348	06/11/2010 07:06:53	300 Theall Rd FLR 4 APT Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-08488	06/15/2010 01:44:15	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
10-08910	06/25/2010 16:10:30	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-09402	07/07/2010 08:10:38	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-09440	07/08/2010 08:26:25	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-09673	07/14/2010 18:54:03	300 Theall Rd 2HH Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-09788	07/16/2010 20:48:47	300 Theall Rd/Woodland Dr Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-09803	07/17/2010 08:55:32	300 Theall Rd 2j Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-09884	07/18/2010 15:21:18	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S			
10-09927	07/19/2010 13:42:18	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Kenny Michael W.			
10-09955	07/20/2010 09:30:56	300 Theall Rd 2H Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-10099	07/23/2010 15:39:09	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
10-10726	08/07/2010 14:00:24	300 Theall Rd 2H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rivera David			
10-10760	08/08/2010 09:07:03	300 Theall Rd 2H Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-10854	08/11/2010 06:10:59	300 Theall Rd/Woodland Dr Rye NY	CFS.149-Suspicious Vehicle	CFS.149-Suspicious Vehicle				

10-10975	08/14/2010 08:27:22	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-11151	08/18/2010 21:06:23	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-11206	08/20/2010 16:32:15	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Olsen Michael, M			
10-11290	08/24/2010 06:30:06	300 Theall Rd 3D Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
10-11492	08/29/2010 08:30:00	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Balls Edward			
10-12389	09/22/2010 00:26:06	300 Theall Rd 2U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio			
10-12466	09/23/2010 13:14:52	300 Theall Rd 4b Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Parker Keith I			
10-12476	09/23/2010 15:06:31	300 Theall Rd 2j Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Parker Keith I			
10-12613	09/26/2010 14:22:06	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			
10-12631	09/27/2010 09:04:53	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-12678	09/29/2010 02:27:05	300 Theall Rd 4b Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-12949	10/07/2010 07:41:58	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Lombardo Albert J.			
10-13039	10/09/2010 17:49:59	300 Theall Rd 4b Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
10-13043	10/09/2010 18:24:51	300 Theall Rd 4s Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Hein Albert P.			
10-13269	10/16/2010 09:11:38	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-13438	10/20/2010 11:59:50	300 Theall Rd Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
10-13585	10/24/2010 09:02:31	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-13618	10/25/2010 08:22:26	300 Theall Rd 2 J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.			
10-14205	11/11/2010 08:59:19	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S			
10-14234	11/11/2010 18:59:56	300 Theall Rd 4 F Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
10-14345	11/15/2010 12:22:46	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
10-14359	11/16/2010 02:59:16	300 Theall Rd 1J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anderson Michael J.			
10-14551	11/20/2010 22:55:11	300 Theall Rd 1o Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
10-14580	11/22/2010 06:52:16	300 Theall Rd 3U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
10-14654	11/24/2010 00:40:16	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-14667	11/24/2010 09:25:44	300 Theall Rd 2o Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				

10-15212	12/06/2010 13:13:30	300 Theall Rd 4s Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-15235	12/07/2010 09:08:54	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15426	12/12/2010 07:05:41	300 Theall Rd 2H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C			
10-15427	12/12/2010 09:01:57	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15461	12/13/2010 09:53:56	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15680	12/18/2010 17:33:01	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P			
10-15727	12/20/2010 00:21:53	300 Theall Rd 4hh Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Incalcatera Christine			
10-15778	12/21/2010 00:23:22	300 Theall Rd 1k Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-15915	12/23/2010 22:18:29	300 Theall Rd Rye NY	CFS.90C-Disorderly Conduct	CFS.90C-Disorderly Conduct				
10-15953	12/25/2010 09:12:45	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15977	12/26/2010 09:03:52	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-16147	12/29/2010 21:08:26	300 Theall Rd 4s Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-16196	12/30/2010 20:58:52	300 Theall Rd 1n Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.			
10-16211	12/31/2010 09:03:30	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-00117	01/03/2011 17:40:53	300 Theall Rd 1 G Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
11-00354	01/08/2011 09:11:09	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-00905	01/21/2011 09:09:52	300 Theall Rd Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	.			
11-01533	02/05/2011 17:05:18	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
11-01541	02/05/2011 23:03:11	300 Theall Rd 3g Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
11-01763	02/10/2011 09:52:26	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case				
11-02002	02/15/2011 22:37:12	300 Theall Rd 1 J Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Casale David P.			
11-02019	02/16/2011 06:48:30	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hein Albert P.			
11-02093	02/17/2011 16:21:42	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			
11-02183	02/19/2011 14:37:55	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Camacho Daniel, J			
11-02437	02/26/2011 09:05:27	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-02512	02/28/2011 00:47:07	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			

11-02766	03/07/2011 03:32:06	300 Theall Rd 3a Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			
11-03509	03/25/2011 10:10:41	300 Theall Rd 3dd Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Rivera David			
11-03544	03/25/2011 15:09:47	300 Theall Rd 4v Rye NY	CFS.237-City Code Violation	CFS.237-City Code Violation				
11-03740	03/30/2011 17:18:56	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-03761	03/31/2011 10:11:41	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Balls Edward			
11-03794	04/01/2011 17:18:15	300 Theall Rd 3cc Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
11-03818	04/02/2011 12:32:05	300 Theall Rd 4K Rye NY	CFS.119-Property Lost	CFS.119-Property Lost	Balls Edward			
11-03848	04/03/2011 11:39:25	300 Theall Rd 1 J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C			
11-03863	04/03/2011 20:54:15	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case				
11-03874	04/04/2011 10:49:52	300 Theall Rd 3a Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Washco Jason S			
11-03896	04/05/2011 03:56:10	300 Theall Rd 3dd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-03910	04/05/2011 10:55:41	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
11-03958	04/06/2011 13:09:08	300 Theall Rd APT 3T Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Kenny Michael W.			
11-04071	04/09/2011 17:04:44	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Balls Edward			
11-04147	04/12/2011 08:38:44	300 Theall Rd 3U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
11-04356	04/16/2011 19:51:23	300 Theall Rd 3cc Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-04498	04/18/2011 14:57:19	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S			
11-05300	05/05/2011 16:46:48	300 Theall Rd 3-O Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
11-05363	05/07/2011 00:32:26	300 Theall Rd 1k Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
11-05365	05/07/2011 05:09:57	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Spillane Amy C.			
11-05498	05/11/2011 16:18:16	300 Theall Rd 1k Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Anfuso Michael C			
11-05565	05/13/2011 14:52:50	300 Theall Rd 1H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
11-05609	05/14/2011 16:11:32	300 Theall Rd 1H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P			
11-05681	05/17/2011 09:25:11	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rivera David			
11-05879	05/22/2011 12:44:19	300 Theall Rd Rye NY	CFS.163-Illegally Parked Vehicle	CFS.163-Illegally Parked Vehicle				
11-05881	05/22/2011 13:16:35	300 Theall Rd 3g Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			

11-06235	05/29/2011 22:23:20	300 Theall Rd 3g Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-06394	06/02/2011 11:24:40	300 Theall Rd Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
11-06417	06/02/2011 23:11:54	300 Theall Rd 2j Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J			
11-06480	06/04/2011 09:23:08	300 Theall Rd 4G Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-06483	06/04/2011 11:03:46	300 Theall Rd 2j Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Pallone Kevin J			
11-06517	06/04/2011 18:44:52	300 Theall Rd 1m Rye NY	CFS.101-Missing Person	CFS.101-Missing Person	Amlung Brandon M			
11-06553	06/06/2011 09:11:32	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-06557	06/06/2011 10:35:26	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-06664	06/08/2011 21:22:24	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-06680	06/09/2011 09:20:31	300 Theall Rd 3-O Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Amlung Brandon M			
11-06834	06/13/2011 13:30:00	300 Theall Rd Rye NY	CFS.007-Mv Accident - Hit And Run	CFS.007-Mv Accident - Hit And Run				
11-07057	06/19/2011 01:27:12	300 Theall Rd 4aa Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-07092	06/20/2011 09:06:28	300 Theall Rd 2j Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-07582	07/02/2011 14:20:12	300 Theall Rd 1 J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P			
11-08079	07/14/2011 06:55:32	300 Theall Rd 2ee Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio			
11-08094	07/14/2011 17:11:07	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Hunter Charles, D			
11-08483	07/24/2011 12:12:28	300 Theall Rd 2B Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Camacho Daniel, J			
11-08900	08/04/2011 12:01:07	300 Theall Rd 1P Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
11-09224	08/13/2011 16:23:50	300 Theall Rd 2H Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-10119	09/07/2011 11:01:59	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-10142	09/08/2011 09:06:38	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-10151	09/08/2011 11:19:09	300 Theall Rd 2S Rye NY	CFS.079-Aggravated Harassment		Amlung Brandon M			
11-10217	09/10/2011 00:12:13	300 Theall Rd 3EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-10224	09/10/2011 10:59:52	300 Theall Rd 4hh Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Cancel Joseph			
11-10348	09/13/2011 11:29:07	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			

11-11119	10/01/2011 15:40:08	300 Theall Rd 2B Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-11137	10/02/2011 08:59:07	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-11288	10/06/2011 10:07:28	300 Theall Rd 2B Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-11462	10/11/2011 09:15:50	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Camacho Daniel, J			
11-11593	10/15/2011 10:37:54	300 Theall Rd 4b Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			
11-11704	10/18/2011 08:30:52	300 Theall Rd 1k Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-11896	10/23/2011 09:00:06	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-12411	11/05/2011 14:50:07	300 Theall Rd Rye NY	CFS.022-Alarm-Fire	CFS.022-Alarm-Fire				
11-12558	11/09/2011 18:52:37	300 Theall Rd 4GG Rye NY	CFS.105-Noise Complaint	CFS.105-Noise Complaint				
11-12604	11/11/2011 01:21:25	300 Theall Rd 4aa Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-12680	11/13/2011 08:58:54	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-13571	12/04/2011 06:49:49	300 Theall Rd 3R Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Compagnone Franco			
11-13851	12/10/2011 16:43:16	300 Theall Rd 2j Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Lombardo Albert J.			
11-13868	12/11/2011 09:20:16	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-14065	12/15/2011 09:08:01	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-14213	12/19/2011 09:30:41	300 Theall Rd 4EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Pallone Kevin J			
11-14241	12/19/2011 22:50:11	300 Theall Rd 4N Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-14263	12/20/2011 09:05:48	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-14442	12/24/2011 10:05:28	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-14800	12/31/2011 00:49:12	300 Theall Rd Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
12-00212	01/06/2012 14:08:55	300 Theall Rd 4hh Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Amlung Brandon M			
12-00380	01/11/2012 09:39:38	300 Theall Rd 1n Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
12-00986	01/24/2012 18:55:12	300 Theall Rd 1 J Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			
12-01161	01/28/2012 19:27:13	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Anfuso Michael C			
12-01222	01/30/2012 11:30:42	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			
12-01557	02/06/2012 10:21:19	300 Theall Rd 1n Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Balls Edward			

12-01599	02/07/2012 13:23:35	300 Theall Rd 2U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.			
12-01746	02/10/2012 12:55:34	300 Theall Rd 3F Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Klein Jonathan P			
12-01901	02/14/2012 08:05:24	300 Theall Rd 2N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Klein Jonathan P			
12-02254	02/21/2012 11:45:53	300 Theall Rd 4v Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Pallone Kevin J			
12-02550	02/29/2012 10:15:12	300 Theall Rd Rye NY	CFS.008-Mv Accident - Property Damage	CFS.008-Mv Accident - Property Damage	Cyr Angelina T			
12-02917	03/09/2012 00:36:12	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
12-02976	03/10/2012 12:38:34	300 Theall Rd 1S Rye NY	CFS.043-Notification Death Or Emergency	CFS.043-Notification Death Or Emergency				
12-03011	03/11/2012 14:34:34	300 Theall Rd 4aa Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
12-03093	03/13/2012 15:06:30	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			
12-03259	03/16/2012 23:02:42	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
12-03558	03/25/2012 11:54:43	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anderson Michael J.			
12-03747	03/29/2012 06:16:31	300 Theall Rd 1P Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
12-03930	04/02/2012 09:57:34	300 Theall Rd 3EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
12-04294	04/09/2012 12:22:51	300 Theall Rd 4EE Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Klein Jonathan P			
12-04871	04/21/2012 13:12:09	300 Theall Rd 1J Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
12-006075	05/21/2012 10:16:23	300 Theall RD Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Cyr Angelina T		Closed No Report	
12-006165	05/23/2012 09:11:14	300 Theall RD 2j Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Cyr Angelina T		Closed No Report	
12-006456	05/29/2012 14:24:06	300 Theall RD Rye NY 10580	CFS.008-Mv Accident - Property Damage	CFS.008-Mv Accident - Property Damage	Camacho Daniel, J		Closed No Report	
12-006491	05/30/2012 08:54:10	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C		Closed With Report	
12-007010	06/12/2012 23:36:07	300 Theall RD 4aa Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Camacho Daniel, J		Closed With Report	
12-007207	06/18/2012 18:06:42	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.		Closed No Report	
12-007372	06/23/2012 09:08:29	300 Theall RD APT 2AA Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.23-Larceny	Cyr Angelina T	Closed With Report	Closed No Report	
12-007423	06/24/2012 09:03:43	300 Theall RD 2j Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Pallone Kevin J		Closed No Report	
12-007754	07/03/2012 09:05:57	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Klein Jonathan P	Closed With Report	Closed With Report	
12-008344	07/18/2012 12:50:53	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.		Closed With Report	

12-008568	07/24/2012 18:29:47	300 Theall RD Rye NY 10580	CFS.90C-Disorderly Conduct	CFS.90C-Disorderly Conduct	Amlung Brandon M		Unfounded	
12-008816	08/01/2012 00:12:10	300 Theall RD 2h Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Gomez Mauricio		Closed No Report	
12-008886	08/03/2012 13:05:27	300 Theall RD 4d Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S		Closed No Report	
12-008916	08/04/2012 09:35:09	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.012-Aided Case	Washco Jason S	Closed With Report	Closed No Report	
12-009120	08/09/2012 03:43:21	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hein Albert P.		Closed With Report	
12-009429	08/18/2012 13:20:03	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Klein Jonathan P	Closed With Report	Closed With Report	
12-009846	09/01/2012 09:48:12	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Cancel Joseph		Closed No Report	
12-010154	09/06/2012 17:04:07	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request			Closed No Report	
12-011054	10/02/2012 03:34:35	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Klein Jonathan P		Closed No Report	
12-011251	10/09/2012 02:27:59	300 Theall RD 1j Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Parker Keith I		Closed No Report	
12-011420	10/15/2012 09:25:11	300 Theall RD Rye NY 10580	CFS.23-Larceny	CFS.23-Larceny	Cyr Angelina T	Closed With Report	Closed With Report	
12-011480	10/17/2012 09:50:08	300 Theall RD 4L Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Anfuso Michael C		Closed No Report	
12-011657	10/23/2012 03:30:49	300 THEALL RD RYE NY 10580	CFS.014-Assist Citizen	CFS.012-Aided Case	Parker Keith I	Closed With Report	Closed No Report	
12-012098	11/05/2012 18:20:59	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.044-Unattended Death	Cyr Angelina T	Closed With Report	Closed With Report	
12-012249	11/09/2012 00:21:57	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Spillane Amy C.		Closed No Report	
12-012451	11/16/2012 05:49:08	300 Theall RD 4E Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Spillane Amy C.		Closed No Report	
12-013156	12/13/2012 21:00:16	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P		Closed With Report	
12-013204	12/15/2012 22:17:00	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Balls Edward		Closed With Report	
12-013218	12/16/2012 15:43:06	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
12-013219	12/16/2012 16:01:11	300 Theall RD 1-o Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hunter Charles, D		Closed No Report	
12-013224	12/16/2012 17:17:24	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Amlung Brandon M	Closed With Report	Closed With Report	
12-013390	12/21/2012 22:18:10	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Amlung Brandon M	Closed With Report	Closed With Report	
13-000349	01/12/2013 14:38:12	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-000568	01/22/2013 13:34:36	300 Theall RD 2l Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Anfuso Michael C		Closed No Report	
13-001071	02/09/2013 13:13:31	300 Theall RD Rye NY 10580	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up	Casale David P.		Closed No Report	

13-001145	02/12/2013 14:02:38	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-001951	03/17/2013 10:21:35	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Balls Edward		Closed With Report	
13-002615	04/07/2013 02:40:49	300 Theall RD 2s Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Incalcatera Christine		Closed No Report	
13-002650	04/08/2013 12:47:21	300 Theall RD Rye NY 10580	CFS.008-Mv Accident - Property Damage	CFS.008-Mv Accident - Property Damage	Casale David P.		Closed No Report	
13-002703	04/10/2013 01:10:59	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Amlung Brandon M		Closed No Report	
13-002713	04/10/2013 10:05:59	300 Theall RD 3ee Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.		Closed No Report	
13-002851	04/15/2013 08:50:28	300 Theall RD 1K Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Rossi Julio, C		Closed No Report	
13-003100	04/22/2013 12:31:14	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-003319	04/30/2013 09:19:36	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Pallone Kevin J	Closed With Report	Closed With Report	
13-003613	05/10/2013 18:59:09	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Parker Keith I	Closed With Report	Closed With Report	
13-003745	05/16/2013 08:33:31	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-003967	05/24/2013 02:21:49	300 Theall RD 4AA Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio		Closed No Report	
13-004172	05/29/2013 07:06:39	300 Theall RD Rye NY 10580	CFS.237-City Code Violation	CFS.237-City Code Violation	Amlung Brandon M		Warning Issued	
13-004748	06/17/2013 13:08:55	300 Theall RD 3R Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Camacho Daniel, J		Closed No Report	
13-004979	06/25/2013 08:38:38	300 Theall RD 10 Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check			Closed No Report	
13-005501	07/09/2013 08:07:21	300 Theall RD 2j Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J		Closed No Report	
13-005502	07/09/2013 08:45:05	300 Theall RD Rye NY 10580	CFS.007-Mv Accident - Hit And Run	CFS.007-Mv Accident - Hit And Run	Hein Albert P.		Closed With Report	
13-005933	07/25/2013 11:18:17	300 Theall RD 4L Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Molle Leila M		Closed With Report	
13-005974	07/26/2013 19:39:59	300 Theall RD 3t Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Washco Jason S		Closed With Report	
13-006000	07/27/2013 17:52:28	300 Theall RD 4AA Rye NY 10580	CFS.255-Flood Condition	CFS.255-Flood Condition	Larkin Michael M		Closed No Report	
13-006409	08/12/2013 04:27:57	300 Theall RD 4AA Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Incalcatera Christine		Closed No Report	
13-006588	08/19/2013 03:08:17	300 Theall RD 4AA Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Klein Jonathan P		Closed No Report	
13-006851	08/30/2013 11:35:17	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J		Closed No Report	
13-006927	09/01/2013 00:47:23	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Klein Jonathan P		Closed With Report	

13-007176	09/06/2013 15:38:38	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hunter Charles, D		Closed No Report	
13-007378	09/10/2013 15:08:15	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J	Closed	Closed No Report	
13-007429	09/11/2013 09:26:53	300 Theall RD 4BB Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Parker Keith I		Closed With Report	
13-007993	09/26/2013 01:39:01	300 Theall RD 3R Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio		Closed With Report	
13-008329	10/07/2013 22:06:28	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Parker Keith I		Closed No Report	
13-008609	10/19/2013 23:49:03	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S		Closed With Report	
13-009654	11/30/2013 14:12:54	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.012-Aided Case	Cyr Angelina T	Closed	Closed With Report	
13-009659	11/30/2013 18:50:44	300 Theall RD 4f Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Hein Albert P.		Closed With Report	
13-009853	12/04/2013 20:58:56	300 Theall RD 4E Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Molle Leila		Closed No Report	
13-010081	12/13/2013 08:52:56	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed	Closed With Report	
13-010115	12/13/2013 15:43:24	300 Theall RD 2c Rye NY 10580	CFS.018-Welfare Check	CFS.018-Welfare Check	Cyr Angelina T		Closed No Report	
13-010141	12/14/2013 14:05:41	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.		Closed With Report	
13-010187	12/16/2013 12:49:35	300 Theall RD 2c Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Cyr Angelina T		Closed No Report	
13-010621	12/29/2013 08:44:44	300 Theall RD 10 Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Balls Edward		Closed No Report	
14-000388	01/12/2014 19:39:56	300 Theall RD 4EE Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio		Closed With Report	
14-000678	01/21/2014 09:40:54	300 Theall RD 2c Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Molle Leila		Closed With Report	
14-000824	01/26/2014 13:13:03	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P	Closed	Closed No Report	

Rye Police Department

21 McCullough PL
Rye, NY 10580
Phone: (914) 967-1234 Fax: (914) 967-8341

Incident Search Result Report

Case#	Reported Date/Time	Location	CAD CFS Code	RMS CFS Code	Officer	RMS Disposition	CAD Disposition	Sol. Rating
10-00063	01/02/2010 18:03:59	300 Theall Rd 3o Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Washco Jason S			
10-00094	01/03/2010 08:10:23	300 Theall Rd Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-00403	01/09/2010 01:57:36	300 Theall Rd 4N Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C			
10-01059	01/19/2010 11:25:55	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J			
10-01199	01/22/2010 01:35:58	300 Theall Rd Rye NY	CFS.116-Property Check	CFS.116-Property Check				
10-03081	02/21/2010 12:29:28	300 Theall Rd 1P Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-03913	03/09/2010 04:53:05	300 Theall Rd 10 Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Incalcatera Christine			
10-04182	03/13/2010 09:56:40	300 Theall Rd 3EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-04307	03/14/2010 08:31:12	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-04319	03/14/2010 10:10:27	300 Theall Rd 4a Rye NY	CFS.044-Unattended Death	CFS.044-Unattended Death	Xxxkennedy Angelina T.			
10-04763	03/22/2010 12:34:14	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			
10-04940	03/25/2010 13:29:41	300 Theall Rd Rye NY	CFS.238-Assist Other Police Department	CFS.238-Assist Other Police Department				
10-05279	04/02/2010 08:07:30	300 Theall Rd 3U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			
10-05312	04/02/2010 17:35:22	300 Theall Rd FLR 4 APT Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Hein Albert P.			
10-05502	04/07/2010 00:14:39	300 Theall Rd 3a Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-05520	04/07/2010 10:50:38	300 Theall Rd 3a Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-05625	04/09/2010 04:05:52	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-05758	04/12/2010 04:15:07	300 Theall Rd 4b Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Incalcatera Christine			
10-06069	04/18/2010 13:40:02	300 Theall Rd 1n Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			

10-06145	04/20/2010 22:18:59	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-06165	04/21/2010 10:32:14	300 Theall Rd 2R Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
10-06593	05/02/2010 08:12:11	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-06672	05/03/2010 22:12:58	300 Theall Rd 4G Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-06684	05/04/2010 09:14:40	300 Theall Rd 4G Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Xxxkennedy Angelina T.			
10-06743	05/05/2010 16:54:38	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-07227	05/18/2010 11:23:50	300 Theall Rd 2o Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rivera David			
10-07335	05/21/2010 09:01:31	300 Theall Rd 3dd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rivera David			
10-07432	05/24/2010 09:15:03	300 Theall Rd 2H Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-08208	06/07/2010 09:57:28	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Hein Albert P.			
10-08348	06/11/2010 07:06:53	300 Theall Rd FLR 4 APT Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-08488	06/15/2010 01:44:15	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
10-08910	06/25/2010 16:10:30	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-09402	07/07/2010 08:10:38	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-09440	07/08/2010 08:26:25	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-09673	07/14/2010 18:54:03	300 Theall Rd 2HH Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-09788	07/16/2010 20:48:47	300 Theall Rd/Woodland Dr Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
10-09803	07/17/2010 08:55:32	300 Theall Rd 2j Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-09884	07/18/2010 15:21:18	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S			
10-09927	07/19/2010 13:42:18	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Kenny Michael W.			
10-09955	07/20/2010 09:30:56	300 Theall Rd 2H Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-10099	07/23/2010 15:39:09	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
10-10726	08/07/2010 14:00:24	300 Theall Rd 2H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rivera David			
10-10760	08/08/2010 09:07:03	300 Theall Rd 2H Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-10854	08/11/2010 06:10:59	300 Theall Rd/Woodland Dr Rye NY	CFS.149-Suspicious Vehicle	CFS.149-Suspicious Vehicle				

10-10975	08/14/2010 08:27:22	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-11151	08/18/2010 21:06:23	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-11206	08/20/2010 16:32:15	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Olsen Michael, M			
10-11290	08/24/2010 06:30:06	300 Theall Rd 3D Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
10-11492	08/29/2010 08:30:00	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Balls Edward			
10-12389	09/22/2010 00:26:06	300 Theall Rd 2U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio			
10-12466	09/23/2010 13:14:52	300 Theall Rd 4b Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Parker Keith I			
10-12476	09/23/2010 15:06:31	300 Theall Rd 2j Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Parker Keith I			
10-12613	09/26/2010 14:22:06	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			
10-12631	09/27/2010 09:04:53	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-12678	09/29/2010 02:27:05	300 Theall Rd 4b Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-12949	10/07/2010 07:41:58	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Lombardo Albert J.			
10-13039	10/09/2010 17:49:59	300 Theall Rd 4b Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
10-13043	10/09/2010 18:24:51	300 Theall Rd 4s Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Hein Albert P.			
10-13269	10/16/2010 09:11:38	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-13438	10/20/2010 11:59:50	300 Theall Rd Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
10-13585	10/24/2010 09:02:31	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-13618	10/25/2010 08:22:26	300 Theall Rd 2 J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.			
10-14205	11/11/2010 08:59:19	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S			
10-14234	11/11/2010 18:59:56	300 Theall Rd 4 F Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
10-14345	11/15/2010 12:22:46	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
10-14359	11/16/2010 02:59:16	300 Theall Rd 1J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anderson Michael J.			
10-14551	11/20/2010 22:55:11	300 Theall Rd 1o Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
10-14580	11/22/2010 06:52:16	300 Theall Rd 3U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
10-14654	11/24/2010 00:40:16	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-14667	11/24/2010 09:25:44	300 Theall Rd 2o Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				

10-15212	12/06/2010 13:13:30	300 Theall Rd 4s Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-15235	12/07/2010 09:08:54	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15426	12/12/2010 07:05:41	300 Theall Rd 2H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C			
10-15427	12/12/2010 09:01:57	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15461	12/13/2010 09:53:56	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15680	12/18/2010 17:33:01	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P			
10-15727	12/20/2010 00:21:53	300 Theall Rd 4hh Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Incalcatera Christine			
10-15778	12/21/2010 00:23:22	300 Theall Rd 1k Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
10-15915	12/23/2010 22:18:29	300 Theall Rd Rye NY	CFS.90C-Disorderly Conduct	CFS.90C-Disorderly Conduct				
10-15953	12/25/2010 09:12:45	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-15977	12/26/2010 09:03:52	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
10-16147	12/29/2010 21:08:26	300 Theall Rd 4s Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Gomez Mauricio			
10-16196	12/30/2010 20:58:52	300 Theall Rd 1n Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.			
10-16211	12/31/2010 09:03:30	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-00117	01/03/2011 17:40:53	300 Theall Rd 1 G Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P			
11-00354	01/08/2011 09:11:09	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-00905	01/21/2011 09:09:52	300 Theall Rd Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-01533	02/05/2011 17:05:18	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
11-01541	02/05/2011 23:03:11	300 Theall Rd 3g Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J			
11-01763	02/10/2011 09:52:26	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case				
11-02002	02/15/2011 22:37:12	300 Theall Rd 1 J Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Casale David P.			
11-02019	02/16/2011 06:48:30	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hein Albert P.			
11-02093	02/17/2011 16:21:42	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			
11-02183	02/19/2011 14:37:55	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Camacho Daniel, J			
11-02437	02/26/2011 09:05:27	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-02512	02/28/2011 00:47:07	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			

11-02766	03/07/2011 03:32:06	300 Theall Rd 3a Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Parker Keith I			
11-03509	03/25/2011 10:10:41	300 Theall Rd 3dd Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Rivera David			
11-03544	03/25/2011 15:09:47	300 Theall Rd 4v Rye NY	CFS.237-City Code Violation	CFS.237-City Code Violation				
11-03740	03/30/2011 17:18:56	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-03761	03/31/2011 10:11:41	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Balls Edward			
11-03794	04/01/2011 17:18:15	300 Theall Rd 3cc Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
11-03818	04/02/2011 12:32:05	300 Theall Rd 4K Rye NY	CFS.119-Property Lost	CFS.119-Property Lost	Balls Edward			
11-03848	04/03/2011 11:39:25	300 Theall Rd 1 J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C			
11-03863	04/03/2011 20:54:15	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case				
11-03874	04/04/2011 10:49:52	300 Theall Rd 3a Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Washco Jason S			
11-03896	04/05/2011 03:56:10	300 Theall Rd 3dd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-03910	04/05/2011 10:55:41	300 Theall Rd 3dd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
11-03958	04/06/2011 13:09:08	300 Theall Rd APT 3T Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Kenny Michael W.			
11-04071	04/09/2011 17:04:44	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Balls Edward			
11-04147	04/12/2011 08:38:44	300 Theall Rd 3U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
11-04356	04/16/2011 19:51:23	300 Theall Rd 3cc Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-04498	04/18/2011 14:57:19	300 Theall Rd 3cc Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S			
11-05300	05/05/2011 16:46:48	300 Theall Rd 3-O Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
11-05363	05/07/2011 00:32:26	300 Theall Rd 1k Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
11-05365	05/07/2011 05:09:57	300 Theall Rd 2R Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Spillane Amy C.			
11-05498	05/11/2011 16:18:16	300 Theall Rd 1k Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Anfuso Michael C			
11-05565	05/13/2011 14:52:50	300 Theall Rd 1H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
11-05609	05/14/2011 16:11:32	300 Theall Rd 1H Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P			
11-05681	05/17/2011 09:25:11	300 Theall Rd 4N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Rivera David			
11-05879	05/22/2011 12:44:19	300 Theall Rd Rye NY	CFS.163-Illegally Parked Vehicle	CFS.163-Illegally Parked Vehicle				
11-05881	05/22/2011 13:16:35	300 Theall Rd 3g Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			

11-06235	05/29/2011 22:23:20	300 Theall Rd 3g Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-06394	06/02/2011 11:24:40	300 Theall Rd Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
11-06417	06/02/2011 23:11:54	300 Theall Rd 2j Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J			
11-06480	06/04/2011 09:23:08	300 Theall Rd 4G Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.			
11-06483	06/04/2011 11:03:46	300 Theall Rd 2j Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Pallone Kevin J			
11-06517	06/04/2011 18:44:52	300 Theall Rd 1m Rye NY	CFS.101-Missing Person	CFS.101-Missing Person	Amlung Brandon M			
11-06553	06/06/2011 09:11:32	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-06557	06/06/2011 10:35:26	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-06664	06/08/2011 21:22:24	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-06680	06/09/2011 09:20:31	300 Theall Rd 3-O Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Amlung Brandon M			
11-06834	06/13/2011 13:30:00	300 Theall Rd Rye NY	CFS.007-Mv Accident - Hit And Run	CFS.007-Mv Accident - Hit And Run				
11-07057	06/19/2011 01:27:12	300 Theall Rd 4aa Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-07092	06/20/2011 09:06:28	300 Theall Rd 2j Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-07582	07/02/2011 14:20:12	300 Theall Rd 1 J Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P			
11-08079	07/14/2011 06:55:32	300 Theall Rd 2ee Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio			
11-08094	07/14/2011 17:11:07	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Hunter Charles, D			
11-08483	07/24/2011 12:12:28	300 Theall Rd 2B Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Camacho Daniel, J			
11-08900	08/04/2011 12:01:07	300 Theall Rd 1P Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
11-09224	08/13/2011 16:23:50	300 Theall Rd 2H Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-10119	09/07/2011 11:01:59	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-10142	09/08/2011 09:06:38	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-10151	09/08/2011 11:19:09	300 Theall Rd 2S Rye NY	CFS.079-Aggravated Harassment		Amlung Brandon M			
11-10217	09/10/2011 00:12:13	300 Theall Rd 3EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-10224	09/10/2011 10:59:52	300 Theall Rd 4hh Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Cancel Joseph			
11-10348	09/13/2011 11:29:07	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			

11-11119	10/01/2011 15:40:08	300 Theall Rd 2B Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-11137	10/02/2011 08:59:07	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-11288	10/06/2011 10:07:28	300 Theall Rd 2B Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-11462	10/11/2011 09:15:50	300 Theall Rd Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Camacho Daniel, J			
11-11593	10/15/2011 10:37:54	300 Theall Rd 4b Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.			
11-11704	10/18/2011 08:30:52	300 Theall Rd 1k Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-11896	10/23/2011 09:00:06	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-12411	11/05/2011 14:50:07	300 Theall Rd Rye NY	CFS.022-Alarm-Fire	CFS.022-Alarm-Fire				
11-12558	11/09/2011 18:52:37	300 Theall Rd 4GG Rye NY	CFS.105-Noise Complaint	CFS.105-Noise Complaint				
11-12604	11/11/2011 01:21:25	300 Theall Rd 4aa Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-12680	11/13/2011 08:58:54	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-13571	12/04/2011 06:49:49	300 Theall Rd 3R Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Compagnone Franco			
11-13851	12/10/2011 16:43:16	300 Theall Rd 2j Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Lombardo Albert J.			
11-13868	12/11/2011 09:20:16	300 Theall Rd 2 J Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-14065	12/15/2011 09:08:01	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-14213	12/19/2011 09:30:41	300 Theall Rd 4EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Pallone Kevin J			
11-14241	12/19/2011 22:50:11	300 Theall Rd 4N Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-14263	12/20/2011 09:05:48	300 Theall Rd 2j Rye NY	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check				
11-14442	12/24/2011 10:05:28	300 Theall Rd Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
11-14800	12/31/2011 00:49:12	300 Theall Rd Rye NY	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up				
12-00212	01/06/2012 14:08:55	300 Theall Rd 4hh Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Amlung Brandon M			
12-00380	01/11/2012 09:39:38	300 Theall Rd 1n Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cancel Joseph			
12-00986	01/24/2012 18:55:12	300 Theall Rd 1 J Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			
12-01161	01/28/2012 19:27:13	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Anfuso Michael C			
12-01222	01/30/2012 11:30:42	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			
12-01557	02/06/2012 10:21:19	300 Theall Rd 1n Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Balls Edward			

12-01599	02/07/2012 13:23:35	300 Theall Rd 2U Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.			
12-01746	02/10/2012 12:55:34	300 Theall Rd 3F Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Klein Jonathan P			
12-01901	02/14/2012 08:05:24	300 Theall Rd 2N Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Klein Jonathan P			
12-02254	02/21/2012 11:45:53	300 Theall Rd 4v Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Pallone Kevin J			
12-02550	02/29/2012 10:15:12	300 Theall Rd Rye NY	CFS.008-Mv Accident - Property Damage	CFS.008-Mv Accident - Property Damage	Cyr Angelina T			
12-02917	03/09/2012 00:36:12	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
12-02976	03/10/2012 12:38:34	300 Theall Rd 1S Rye NY	CFS.043-Notification Death Or Emergency	CFS.043-Notification Death Or Emergency				
12-03011	03/11/2012 14:34:34	300 Theall Rd 4aa Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
12-03093	03/13/2012 15:06:30	300 Theall Rd Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T			
12-03259	03/16/2012 23:02:42	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request				
12-03558	03/25/2012 11:54:43	300 Theall Rd 4aa Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anderson Michael J.			
12-03747	03/29/2012 06:16:31	300 Theall Rd 1P Rye NY	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Spillane Amy C.			
12-03930	04/02/2012 09:57:34	300 Theall Rd 3EE Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
12-04294	04/09/2012 12:22:51	300 Theall Rd 4EE Rye NY	CFS.012-Aided Case	CFS.012-Aided Case	Klein Jonathan P			
12-04871	04/21/2012 13:12:09	300 Theall Rd 1J Rye NY	CFS.014-Assist Citizen	CFS.014-Assist Citizen				
12-006075	05/21/2012 10:16:23	300 Theall RD Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Cyr Angelina T		Closed No Report	
12-006165	05/23/2012 09:11:14	300 Theall RD 2j Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Cyr Angelina T		Closed No Report	
12-006456	05/29/2012 14:24:06	300 Theall RD Rye NY 10580	CFS.008-Mv Accident - Property Damage	CFS.008-Mv Accident - Property Damage	Camacho Daniel, J		Closed No Report	
12-006491	05/30/2012 08:54:10	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Anfuso Michael C		Closed With Report	
12-007010	06/12/2012 23:36:07	300 Theall RD 4aa Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Camacho Daniel, J		Closed With Report	
12-007207	06/18/2012 18:06:42	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.		Closed No Report	
12-007372	06/23/2012 09:08:29	300 Theall RD APT 2AA Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.23-Larceny	Cyr Angelina T	Closed With Report	Closed No Report	
12-007423	06/24/2012 09:03:43	300 Theall RD 2j Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Pallone Kevin J		Closed No Report	
12-007754	07/03/2012 09:05:57	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Klein Jonathan P	Closed With Report	Closed With Report	
12-008344	07/18/2012 12:50:53	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Kenny Michael W.		Closed With Report	

12-008568	07/24/2012 18:29:47	300 Theall RD Rye NY 10580	CFS.90C-Disorderly Conduct	CFS.90C-Disorderly Conduct	Amlung Brandon M		Unfounded	
12-008816	08/01/2012 00:12:10	300 Theall RD 2h Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Gomez Mauricio		Closed No Report	
12-008886	08/03/2012 13:05:27	300 Theall RD 4d Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S		Closed No Report	
12-008916	08/04/2012 09:35:09	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.012-Aided Case	Washco Jason S	Closed With Report	Closed No Report	
12-009120	08/09/2012 03:43:21	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hein Albert P.		Closed With Report	
12-009429	08/18/2012 13:20:03	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Klein Jonathan P	Closed With Report	Closed With Report	
12-009846	09/01/2012 09:48:12	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Cancel Joseph		Closed No Report	
12-010154	09/06/2012 17:04:07	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request			Closed No Report	
12-011054	10/02/2012 03:34:35	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Klein Jonathan P		Closed No Report	
12-011251	10/09/2012 02:27:59	300 Theall RD 1j Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Parker Keith I		Closed No Report	
12-011420	10/15/2012 09:25:11	300 Theall RD Rye NY 10580	CFS.23-Larceny	CFS.23-Larceny	Cyr Angelina T	Closed With Report	Closed With Report	
12-011480	10/17/2012 09:50:08	300 Theall RD 4L Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Anfuso Michael C		Closed No Report	
12-011657	10/23/2012 03:30:49	300 THEALL RD RYE NY 10580	CFS.014-Assist Citizen	CFS.012-Aided Case	Parker Keith I	Closed With Report	Closed No Report	
12-012098	11/05/2012 18:20:59	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.044-Unattended Death	Cyr Angelina T	Closed With Report	Closed With Report	
12-012249	11/09/2012 00:21:57	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Spillane Amy C.		Closed No Report	
12-012451	11/16/2012 05:49:08	300 Theall RD 4E Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Spillane Amy C.		Closed No Report	
12-013156	12/13/2012 21:00:16	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Rosace Anthony, P		Closed With Report	
12-013204	12/15/2012 22:17:00	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Balls Edward		Closed With Report	
12-013218	12/16/2012 15:43:06	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
12-013219	12/16/2012 16:01:11	300 Theall RD 1-o Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hunter Charles, D		Closed No Report	
12-013224	12/16/2012 17:17:24	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Amlung Brandon M	Closed With Report	Closed With Report	
12-013390	12/21/2012 22:18:10	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Amlung Brandon M	Closed With Report	Closed With Report	
13-000349	01/12/2013 14:38:12	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-000568	01/22/2013 13:34:36	300 Theall RD 2l Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Anfuso Michael C		Closed No Report	
13-001071	02/09/2013 13:13:31	300 Theall RD Rye NY 10580	CFS.193-E911 Hang Up	CFS.193-E911 Hang Up	Casale David P.		Closed No Report	

13-001145	02/12/2013 14:02:38	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-001951	03/17/2013 10:21:35	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Balls Edward		Closed With Report	
13-002615	04/07/2013 02:40:49	300 Theall RD 2s Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Incalcatera Christine		Closed No Report	
13-002650	04/08/2013 12:47:21	300 Theall RD Rye NY 10580	CFS.008-Mv Accident - Property Damage	CFS.008-Mv Accident - Property Damage	Casale David P.		Closed No Report	
13-002703	04/10/2013 01:10:59	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Amlung Brandon M		Closed No Report	
13-002713	04/10/2013 10:05:59	300 Theall RD 3ee Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Casale David P.		Closed No Report	
13-002851	04/15/2013 08:50:28	300 Theall RD 1K Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Rossi Julio, C		Closed No Report	
13-003100	04/22/2013 12:31:14	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-003319	04/30/2013 09:19:36	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Pallone Kevin J	Closed With Report	Closed With Report	
13-003613	05/10/2013 18:59:09	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.013-Ambulance Request	Parker Keith I	Closed With Report	Closed With Report	
13-003745	05/16/2013 08:33:31	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.012-Aided Case	Cyr Angelina T	Closed With Report	Closed With Report	
13-003967	05/24/2013 02:21:49	300 Theall RD 4AA Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio		Closed No Report	
13-004172	05/29/2013 07:06:39	300 Theall RD Rye NY 10580	CFS.237-City Code Violation	CFS.237-City Code Violation	Amlung Brandon M		Warning Issued	
13-004748	06/17/2013 13:08:55	300 Theall RD 3R Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Camacho Daniel, J		Closed No Report	
13-004979	06/25/2013 08:38:38	300 Theall RD 10 Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check			Closed No Report	
13-005501	07/09/2013 08:07:21	300 Theall RD 2j Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J		Closed No Report	
13-005502	07/09/2013 08:45:05	300 Theall RD Rye NY 10580	CFS.007-Mv Accident - Hit And Run	CFS.007-Mv Accident - Hit And Run	Hein Albert P.		Closed With Report	
13-005933	07/25/2013 11:18:17	300 Theall RD 4L Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Molle Leila M		Closed With Report	
13-005974	07/26/2013 19:39:59	300 Theall RD 3t Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Washco Jason S		Closed With Report	
13-006000	07/27/2013 17:52:28	300 Theall RD 4AA Rye NY 10580	CFS.255-Flood Condition	CFS.255-Flood Condition	Larkin Michael M		Closed No Report	
13-006409	08/12/2013 04:27:57	300 Theall RD 4AA Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Incalcatera Christine		Closed No Report	
13-006588	08/19/2013 03:08:17	300 Theall RD 4AA Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Klein Jonathan P		Closed No Report	
13-006851	08/30/2013 11:35:17	300 Theall RD Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Camacho Daniel, J		Closed No Report	
13-006927	09/01/2013 00:47:23	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Klein Jonathan P		Closed With Report	

13-007176	09/06/2013 15:38:38	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Hunter Charles, D		Closed No Report	
13-007378	09/10/2013 15:08:15	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Pallone Kevin J	Closed	Closed No Report	
13-007429	09/11/2013 09:26:53	300 Theall RD 4BB Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Parker Keith I		Closed With Report	
13-007993	09/26/2013 01:39:01	300 Theall RD 3R Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio		Closed With Report	
13-008329	10/07/2013 22:06:28	300 Theall RD Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Parker Keith I		Closed No Report	
13-008609	10/19/2013 23:49:03	300 Theall RD Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Washco Jason S		Closed With Report	
13-009654	11/30/2013 14:12:54	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.012-Aided Case	Cyr Angelina T	Closed	Closed With Report	
13-009659	11/30/2013 18:50:44	300 Theall RD 4f Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Hein Albert P.		Closed With Report	
13-009853	12/04/2013 20:58:56	300 Theall RD 4E Rye NY 10580	CFS.014-Assist Citizen	CFS.014-Assist Citizen	Molle Leila		Closed No Report	
13-010081	12/13/2013 08:52:56	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Cyr Angelina T	Closed	Closed With Report	
13-010115	12/13/2013 15:43:24	300 Theall RD 2c Rye NY 10580	CFS.018-Welfare Check	CFS.018-Welfare Check	Cyr Angelina T		Closed No Report	
13-010141	12/14/2013 14:05:41	300 THEALL RD RYE NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Casale David P.		Closed With Report	
13-010187	12/16/2013 12:49:35	300 Theall RD 2c Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Cyr Angelina T		Closed No Report	
13-010621	12/29/2013 08:44:44	300 Theall RD 10 Rye NY 10580	CFS.246-Are You Ok Resident Check	CFS.246-Are You Ok Resident Check	Balls Edward		Closed No Report	
14-000388	01/12/2014 19:39:56	300 Theall RD 4EE Rye NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Gomez Mauricio		Closed With Report	
14-000678	01/21/2014 09:40:54	300 Theall RD 2c Rye NY 10580	CFS.012-Aided Case	CFS.012-Aided Case	Molle Leila		Closed With Report	
14-000824	01/26/2014 13:13:03	300 THEALL RD RYE NY 10580	CFS.013-Ambulance Request	CFS.013-Ambulance Request	Rosace Anthony, P	Closed	Closed No Report	

Traffic Study

150 NORTH STREET

CITY OF RYE
WESTCHESTER COUNTY, NEW YORK

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May 12, 2014

Transportation Study
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Traffic Study
for
150 North Street Project

City of Rye, Westchester County, New York

May 12, 2014

1.0 Introduction Executive Summary

This report examines existing traffic operations in the vicinity of a site with 58 senior dwelling units proposed at 150 North Street Project Site and future conditions with the proposed Project completed. The description of the network's present day operations is referred to as the Existing Condition. Future transportation operations are then examined for the No Build Condition (without the Project) and Build Condition (with the Project). The No Build Condition is the future baseline upon which the effect of project traffic is based and the Build Condition represents the combination of the No Build Condition plus the traffic that would result from development and operation of the Proposed Project. Future operations (No Build and Build) are analyzed for the year 2016.

Executive Summary

The New York State Department of Environmental Conservation (NYS DEC) has recently revised the environmental assessment forms, effective October 7th of 2013. The NYS DEC workbook guidelines (NYS DEC, SEQR Environmental Assessment Forms Guidance Documents {Workbook}, page 60-62) suggests use of a 100 trip peak hour threshold for the resultant traffic increase to be substantial enough to warrant full evaluation of traffic impacts (a capacity analysis) for uncongested locations.

In this case the *Playland* traffic study[1] established this area is uncongested. The Central Avenue and Theodore Fremd Avenue intersection was not in the *Playland* Study. It was also shown to be uncongested (Table 6).

The proposed project has 58 senior attached dwelling units divided into two buildings. Rye Manor, a nearby senior site was counted for comparison with the Institute of Transportation Engineers' rates contained in Trip Generation[2]. Rye Manor trip generation was similar to the average rates from Trip Generation with an equal number of total trips and two fewer a.m. peak hour trips. For a conservative analysis the maximum trip generation rates were used from Trip Generation. These volumes are over 60 percent higher than would be projected using the Rye Manor numbers. Using the maximum rates, the proposed project would generate 16 new vehicle trips during the peak a.m. weekday hour and 21 trips new vehicle trips during the p.m. weekday peak hour as shown in Table 7.

[1] John Meyers Consulting PC, *Playland Improvement Program Year One,* Armonk, NY, September 27, 2013.
[2] Institute of Transportation Engineers, Trip Generation, Edition 9th, Washington DC, 2012.

Traffic generated using the maximum rates, which are 60 percent higher than would be expected at 150 North Street, is still only 21 percent of the threshold that would indicate a traffic capacity study is necessary. In this case the model showed increases of less than one second per vehicle in delay per vehicle verifying why capacity analysis is unnecessary in this and similar cases.

These results are consistent with the February 5, 2014 memorandum[3] to the Rye City Council that "... existing intersection level of service adverse traffic impacts are not anticipated with the proposed change to the RA-5 District". This conclusion included input from Brian Dempsey PE (City Traffic and Pedestrian Safety Chair).

Levels of Service

None of the study signalized intersections has an unacceptable level of service (level of service E or F) for the Existing Condition or for future conditions (Build Condition and No Build Condition).

Tables 1 and 2 show all of the volume to capacity ratio changes were at 0.2 or less. Delay increases were mostly 0.0 to 0.1 seconds per vehicle with none reaching a second per vehicle. There was only one change in level of service and that was from A to B only because the delay was already at the level of service borderline.

Mitigation Measures

Based on the changes in performance measures there is no nexus to recommend highway improvements as a result of this development. These results are consistent with the SEQRA handbook suggestions regarding not performing capacity analysis on traffic generators below the trip generation thresholds. The unsignalized intersections of Old Post Road and Thruway Access Drive (northbound Playland Parkway ramps) providing access to Interstate-95 and Playland Access Drive and ramp from the southbound Playland Parkway should be reviewed as subsequent developments are proposed in the area based on the existing long delays.

The Applicant should incorporate bicycle parking into the project's final design. Parking and storage for bicycles with convenient access is a means for further supporting efficient transportation and is supportive of active facility design. The median in the covered parking area is a potential location for such parking. The details of bicycle parking can be determined at the time of site design review.

The proposed development as senior housing use, a low traffic generator and the lowest housing traffic generator is a mitigation of potential site traffic.

[3] City Planner Christian K. Miller to Rye City Council, Memorandum February 5, 2014 page 10.

Table 1
Level of Service Changes
Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	Changes in Levels of Service (Delay in Seconds per vehicle) Volume to Capacity Ratio between the No build and Build Conditions					
		A.M. Weekday Peak Hour			P.M. Friday Peak Hour		
		Level of Service	Vehicle Delay	Volume to Capacity Ratio	Level of Service	Vehicle Delay	Volume to Capacity Ratio
Central Avenue and Theodore Fremd Avenue (signalized)							
Central Avenue	EB - L , T, R	None	0.0	0.00	None	0.0	0.00
Central Avenue	WB - L, T, R	None	0.0	0.00	None	0.0	0.00
Theodore Fremd Avenue	NB - L,	None	0.0	0.00	None	0.0	0.00
	NB - T, R	None	0.0	0.01	None	0.0	0.01
Theodore Fremd Avenue	SB - L, T, R	None	0.0	0.00	None	0.1	0.01
	Overall	None	0.0		None	0.1	
North Street and Theodore Fremd Avenue (signalized)							
Theodore Fremd Avenue	EB - L	None	0.0	0.00	None	0.0	0.00
	EB - T, R	None	0.1	0.00	A to B	0.1	0.01
Theodore Fremd Avenue	WB - L	None	0.1	0.01	None	0.1	0.01
	WB - T, R	None	0.1	0.00	None	0.0	0.00
North Street	NB - L, T	None	0.0	0.00	None	0.0	0.00
	NB - R	None	0.1	0.00	None	0.0	0.00
North Street	SB - L, T, R	None	0.0	0.00	None	0.1	0.00
	Overall	None	0.0		None	0.0	
North Street and Theodore Fremd Avenue (signalized)							
Theodore Fremd Avenue	EB - T, R	None	0.1	0.00	None	0.1	0.00
Theodore Fremd Avenue	WB - L	None	0.1	0.00	None	0.1	0.00
	WB - T	None	0.0	0.00	None	0.0	0.01
Playland Access Road	NB - L, R	None	0.8	0.01	None	0.7	0.02
	Overall	None	0.3		None	0.4	

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

Table 2
Level of Service Changes
Unsignalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	Levels of Service (Delay in Seconds per vehicle) Volume to Capacity Ratio					
		A.M. Weekday Peak Hour			P.M. Friday Peak Hour		
		Level of Service	Vehicle Delay	Volume to Capacity Ratio	Level of Service	Vehicle Delay	Volume to Capacity Ratio
Playland Access Road, Playland Parkway Ramp, and offices (unsignalized)							
Offices	EB - L	None	0.5	0.00	None	0.1	0.00
	EB - T, R	None	0.1	0.00	None	0.0	0.00
Playland Parkway Ramp	WB - L, T	None	0.5	0.00	None	0.1	0.00
	WB - R	None	0.1	0.00	None	0.0	0.00
Playland Access Road	NB - L	None	0.0	0.00	None	0.0	0.00
Playland Access Road	SB - L	None	0.0	0.00	None	0.0	0.00
Old Post Road and Playland Parkway Ramp (unsignalized)							
Old Post Road	EB - L	None	0.0	0.00	None	0.0	0.00
Playland Parkway Ramp	SB - L, R	None	0.5	0.00	None	-1.5	0.00
Site Access and NYS Route 17M (unsignalized)							
Theodore Fremd Avenue	EB - L	A *	7.80 *	0.00 *	A *	7.90 *	0.01 *
Site Access	SB - L, R	B *	10.40 *	0.03 *	B *	10.90 *	0.01 *

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

* build condition shown for access, these are not the changes.

2.0 Existing Conditions

The Local Road Network

The subject site is located in the City of Rye, Westchester County, New York, on the east side of North Street east of the Playland Parkway and south of Interstate 95.

Appendix A Figure 1 illustrates the local road network and key intersections in the Project's vicinity.

Intersection Analysis

The following intersections were investigated in this traffic study:

1. Theodore Fremd Avenue and Playland Access Drive
2. Theodore Fremd Avenue and North Street
3. Playland Access Drive, Playland Parkway southbound on/off ramps and office driveway
4. Old Post Road and Thruway Access Drive (Playland Parkway northbound ramps)
5. Central Avenue and Theodore Fremd Avenue

Traffic Counts

The Existing Conditions evaluation for the proposed project site is based on 2014 traffic counts. The Existing Conditions data form the basis of the year 2016 Future Conditions (future year with and without the proposed action).

Appendix A Figures 2 and 3 provide the existing weekday a.m. and p.m. and Saturday peak hour traffic volumes, respectively, at the study intersections. Manual counts for the weekday a.m. peak hour were collected on Wednesday, April 9, 2014. The p.m. peak hour Friday count for Central Avenue and Theodore Fremd Avenue was collected on April 11, 2014. Other Friday data were based on counts taken on March 1, 2013 and August 2, 2013 as utilized in the *Playland Improvement Program Year One*[4]. The Friday data when the park was open was utilized. The 2013 data was increased based on background growth of two percent as used in the *Playland* study[4] (page 32) for the area. This is relatively high and a conservative growth estimate given that regional growth is relatively flat (zero to one percent) in the last few years.

Intersection counts were used to ascertain the hour with the greatest traffic volume or "peak hour". The individual peak hours are used in all level of service calculations as they represent the highest volume and therefore typically the worst case traffic condition. These peak hours do not occur at the same time at every intersection as can be seen in Appendix B. This difference in times, intervening opportunities and vehicles caught between intersections results in differences between intersection volumes at adjacent intersections.

[4] John Meyers Consulting PC, *Playland Improvement Program Year One,* Armonk, NY, September 27, 2013.

3.0 Future Traffic Without the Project - No Build Condition

No Build Traffic

Traffic impact is typically determined by comparing projected future traffic conditions without the project's traffic in the Build Year to the projected traffic conditions with project-generated traffic in the Build Year. In this case, it is expected that construction of the project will be complete within two years, thus traffic expected in the year 2016 is evaluated to assess the No-Build and Build Conditions.

The No-Build Condition is a scenario that establishes a future baseline condition. The No-Build Condition is determined using a number of factors: (1) improvements in the local road network that are planned or underway; (2) traffic from general population growth in the local area; and (3) traffic from identified development projects in the project site vicinity.

Roadway Improvements

The New York State Department of Transportation (NYS DOT) has several projects listed in the Transportation Improvement Program (TIP). The currently approved TIP (New York Metropolitan Transportation Council, September 2011) covers traffic improvement projects to be initiated and or completed during the period between October 1, 2014 to September 30, 2018. These projects[5] and Project Identification numbers (PIN) are:

a) Rye City School District Pedestrian Improvements City of Rye PIN 876110 (Construction starting 2014)

b) Pavement rehabilitation on I-95 from I-287 to Connecticut State Line Port Chester and Rye (PIN H00141) (Construction Starting 2016)

In addition the City's CIP[6] was reviewed for local area projects and none were identified for this area.
For traffic analysis purposes, no additional capacity increase was presumed for these projects at the subject intersections.

Background Growth

To evaluate the impact of the proposed development, traffic projections were prepared for the year when the Project would be completed (2016).

In determining future traffic volumes, existing traffic volumes are projected forward using a generalized growth factor that accounts for area-wide growth. Traffic generated by developments in the vicinity of the Project Site are then added to existing traffic volumes and background growth. The No-Build traffic volumes represent future traffic operating conditions without the development of the Project and are a benchmark against which potential project-related traffic impacts can be measured.

A growth rate of two percent (2%) per year cumulative over two years was used. This is a conservatively high growth rate and used in the *Playland* study (page 32).

[5] New York Metropolitan Transportation Council, "Transportation Improvement Program", New York, New York, April 1, 2014.
[6] "2014-2018 Capital Improvement Plan", City of Rye NY, August 2013.

Projection to the Build Year

Planned, pending, or approved projects in the area that might add a significant volume of traffic to the intersections in the study area were identified through consultation with City Planning Department May 8th 2014 response and review of available planning documents and traffic studies. The other projects included in this traffic analysis are currently under review (pending) in the City of Rye. The No Build projects are listed in Table 3 below**.** Trip generation for the hotel and office projects were derived using the Institute of Transportation Engineer's (ITE) trip generation rates. The rates are provided in Appendix C. Playland documents were used to estimate the growth in traffic at area intersections as a result of its improvement.

Table 3
Pending Projects in Site Vicinity

Project	Size and Type
555 Theodore Fremd Avenue	43,806 square feet Office [1]
120 Old Post Road	Hotel 150 Rooms [1]
Playland Improvement Program	recreational *

Sources; Frederick P. Clark Associates, Inc. " Traffic & Impact Study Office Building to Hotel Conversion 120 Old Post Road, Rye, NY", Rye, NY, May 2012.
JMC, "Playland Improvement Program - Year One" Sept. 27, 2013.
*Playland Sports Field Zone/Amusement Zone see above report for full description and site generation volumes with park open.
[1] see Appendix B for trip rates and trip generated.

For the No Build and Build conditions, projects listed in Table 3 were assumed to be completed and occupied by 2016, the build year. A portion of the 555 Theodore Fremd Avenue is believed to have already been occupied so its estimate may be conservatively high.

The area development traffic volumes were added to the 2016 background, resulting in the No-Build volumes, which are shown in Appendix A Figure 4 and 5.

4.0 Future Traffic With the Project - Build Condition

Trip Generation

The existing senior housing at 300 Theall Avenue was counted to review trip generation rates at a facility comparable to the proposed project and compare to the standard reference Trip Generation. These trip generation rates based on the facility size are computed in Appendix C. These rates approximated the average ITE rates resulting in similar trip generation as shown in Table 4.

For the purpose of this study the maximum ITE rates and trip generation were used although these are over 60 percent higher than the rates from Rye Manor.

Table 4
Projected Site Trips

Basis for determining Trips 58 senior dwelling units	**Trips**					
	A.M. Weekday Peak Hour			**P.M. Weekday Peak Hour**		
	IN (Trips)	**OUT (Trips)**	**Total Trips**	**IN (Trips)**	**OUT (Trips)**	**Total Trips**
ITE Trip Generation maximum rate	**6**	**10**	**16**	**13**	**8**	**21**
ITE Trip Generation based on Average Rate	4	7	11	8	5	13
Existing Facility at 300 Theall Avenue	4	5	9	7	6	13

* See Appendix C Table C-4.

Site Trip Distribution

The site trip distribution is shown in Figure 6. The site generated trips (Table 4) during the peak periods are shown in Appendix A Figures 7 and 8. Project trips are added to No Build volumes (Appendix A Figures 4 and 5) and to obtain the Build Condition volumes (Appendix A Figures 9 and 10).

5.0 Levels of Service

Measure of Effectiveness Criteria

"Level of service" is used as the measure of effectiveness for traffic flow conditions. Peak hour average vehicle delays are calculated at the study intersections to establish the quality of operation (level of service). Level of service is identified on a scale of level of service "A" representing the most efficient conditions to level of service "F" representing the least efficient conditions. A volume to capacity ratio of "1" means the volume is equal to the theoretical capacity. A volume to capacity ratio of less than one indicates there is available capacity to handle additional traffic at the intersection.

Level of service E or F is generally considered unacceptable for signalized intersections. Detailed information concerning measures of effectiveness criteria (delay, level of service, and volume to capacity ratios) and modeling limitations are provided in Appendix D.

Level of Service Analyses

The results of the level of service analyses for the study intersections are summarized in Table 5 and 6. Level of service calculations are provided in Appendix E.

Existing Condition Levels of Service

The existing condition level of services are based on 2014 volumes. Since all the intersections on Friday except Central Avenue and Theodore Fremd Avenue were based on counts in 2013, the 2013 volumes were increased by two percent to evaluate the entire existing condition based on the year 2014. In this way, certain the level of service work sheet volumes for the existing condition are two percent higher than the existing condition volume figures.

Signalized level of service is found to be A or B for all lane groups except the Playland Access Drive at Theodore Fremd Avenue which is level of service D. By reducing the delays on the higher volume Theodore Fremd Avenue at this intersection at the cost of the increasing delay at Playland Access Drive, the overall intersection vehicle delay is reduced.

Playland access ramps are showing long delays at unsignalized intersections within the network.

No Build Condition Level of Service

There is no change in the signalized levels of service from the Existing Condition to the No Build Condition. Delays at the unsignalized intersections are increasing.

Build Condition Level of Service

For the signalized intersections only one lane group changes level of service and that is from an A to a B with minimum changes to delay (0.1 second per vehicle). Signalized levels of service remain acceptable with minor changes in delay or volume to capacity ratios (See Table 1).

Although unsignalized delays for side streets remain long, the delay increases as a result of the project are minimal (0.5 seconds per vehicle or less) and volume to capacity ratios are unchanged.

Table 5
Level of Service Summary
Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	Levels of Service (Delay in Seconds per vehicle) Volume to Capacity Ratio					
		A.M. Weekday Peak Hour			P.M. Friday Peak Hour		
		Existing	No Build	Build	Existing	No Build	Build
Central Avenue and Theodore Fremd Avenue (signalized)							
Central Avenue	EB - L , T, R	B (15.3) 0.19	B (15.4) 0.19	B (15.4) 0.19	B (14.7) 0.13	B (14.7) 0.13	B (14.7) 0.13
Central Avenue	WB - L, T, R	B (13.7) 0.17	B (13.9) 0.18	B (13.9) 0.18	B (12.0) 0.08	B (12.0) 0.08	B (12.0) 0.08
Theodore Fremd Avenue	NB - L,	A (7.9) 0.03	A (7.9) 0.03	A (7.9) 0.03	A (8.0) 0.03	A (8.0) 0.03	A (8.0) 0.03
	NB - T, R	B (11.1) 0.40	B (11.4) 0.42	B (11.4) 0.43	B (10.4) 0.35	B (10.6) 0.36	B (10.6) 0.37
Theodore Fremd Avenue	SB - L, T, R	B (10.8) 0.38	B (11.1) 0.41	B (11.1) 0.41	B (12.2) 0.49	B (12.3) 0.50	B (12.4) 0.51
	Overall	B (11.7)	B (12.0)	B (12.0)	B (11.7)	B (11.8)	B (11.9)
North Street and Theodore Fremd Avenue (signalized)							
Theodore Fremd Avenue	EB - L	B (11.3) 0.24	B (11.5) 0.26	B (11.5) 0.26	B (11.8) 0.288	B (12.3) 0.31	B (12.3) 0.31
	EB - T, R	B (10.2) 0.32	B (10.5) 0.34	B (10.6) 0.34	A (9.7) 0.25	A (10.0) 0.27	B (10.1) 0.28
Theodore Fremd Avenue	WB - L	A (8.9) 0.02	A (8.9) 0.02	A (9.0) 0.03	A (8.9) 0.02	A (8.9) 0.02	A (9.0) 0.03
	WB - T, R	B (11.1) 0.29	B (11.3) 0.32	B (11.4) 0.32	B (11.4) 0.33	B (11.6) 0.35	B (11.6) 0.35
North Street	NB - L, T	B (17.1) 0.25	B (17.3) 0.26	B (17.3) 0.26	B (15.9) 0.14	B (16.0) 0.15	B (16.0) 0.15
	NB - R	A (4.4) 0.18	A (4.4) 0.19	A (4.5) 0.19	A (0.0) 0.01	A (0.0) 0.01	A (0.0) 0.01
North Street	SB - L, T, R	B (16.2) 0.17	B (16.3) 0.17	B (16.3) 0.17	B (18.6) 0.36	B (18.9) 0.38	B (19.0) 0.38
	Overall	B (11.5)	B (11.7)	B (11.7)	B (12.8)	B (13.1)	B (13.1)
North Street and Theodore Fremd Avenue (signalized)							
Theodore Fremd Avenue	EB - T, R	B (17.7) 0.52	B (18.7) 0.57	B (18.8) 0.57	B (17.3) 0.44	B (18.6) 0.52	B (18.7) 0.52
Theodore Fremd Avenue	WB - L	B (12.6) 0.34	B (13.6) 0.38	B (13.7) 0.38	A (9.4) 0.15	B (10.0) 0.19	B (10.1) 0.19
	WB - T	A (9.2) 0.20	A (9.4) 0.22	A (9.4) 0.22	A (9.3) 0.21	A (9.4) 0.22	A (9.4) 0.23
Playland Access Road	NB - L, R	D (37.5) 0.67	D (44.9) 0.79	D (45.7) 0.80	D (35.1) 0.61	D (37.8) 0.68	D (38.5) 0.70
	Overall	C (20.7)	C (23.9)	C (24.2)	B (20.0)	C (21.4)	C (21.8)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

Table 6
Level of Service Summary
Unsignalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	Levels of Service (Delay in Seconds per vehicle) Volume to Capacity Ratio					
		A.M. Weekday Peak Hour			P.M. Friday Peak Hour		
		Existing	No Build	Build	Existing	No Build	Build
Playland Access Road, Playland Parkway Ramp, and offices (unsignalized)							
Offices	EB - L	D (25.2) 0.10	D (32.3) 0.13	D (32.8) 0.13	B (13.8) 0.05	C (15.3) 0.06	C (15.4) 0.06
	EB - T, R	B (13.5) 0.09	C (15.3) 0.11	C (15.4) 0.11	B (10.8) 0.08	B (11.4) 0.10	B (11.4) 0.10
Playland Parkway Ramp	WB - L, T	E (41.3) 0.86	F (96.8) 1.09	F (97.3) 1.09	C (17.6) 0.45	D (27.8) 0.65	D (27.9) 0.65
	WB - R	B (11.1) 0.39	B (11.7) 0.44	B (11.8) 0.44	A (9.4) 0.17	A (9.6) 0.19	A (9.6) 0.19
Playland Access Road	NB - L	A (8.0) 0.02	A (8.1) 0.02	A (8.1) 0.02	A (7.9) 0.01	A (8.0) 0.01	A (8.0) 0.01
Playland Access Road	SB - L	A (7.5) 0.03	A (7.5) 0.04	A (7.5) 0.04	A (7.5) 0.04	A (7.5) 0.04	A (7.5) 0.04
Old Post Road and Playland Parkway Ramp (unsignalized)							
Old Post Road	EB - L	B (10.3) 0.46	B (10.9) 0.51	B (10.9) 0.51	A (9.6) 0.37	A (10.3) 0.45	A (10.3) 0.45
Thruway Access Ramp*	SB - L, R	F (108) 0.99	F (265.3) 1.39	F (265.8) 1.39	F (51.9) 0.76	F (84.3) 0.74	F (82.8) 0.74
Site Access and NYS Route 17M (unsignalized)							
Theodore Fremd Avenue	EB - L	--	--	A (7.8) 0.00	--	--	A (7.9) 0.01
Site Access	SB - L, R	--	--	B (10.4) 0.02	--	--	B (10.9) 0.01

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

* Playland Parkway northbound access ramps.

APPENDIX A

Figures

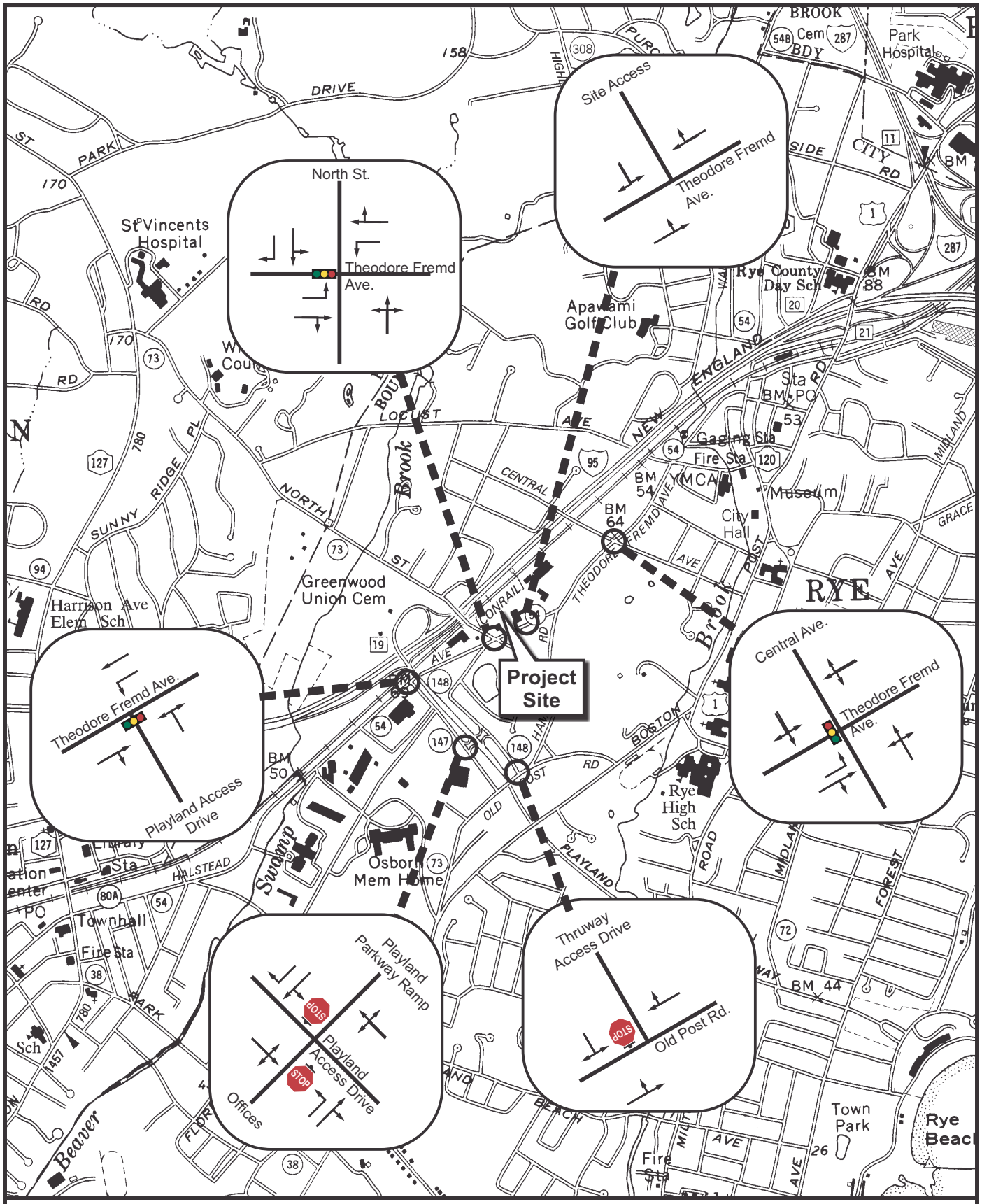

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Figure 1: Transportation Network
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

File 04/28/14
JS/14022

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

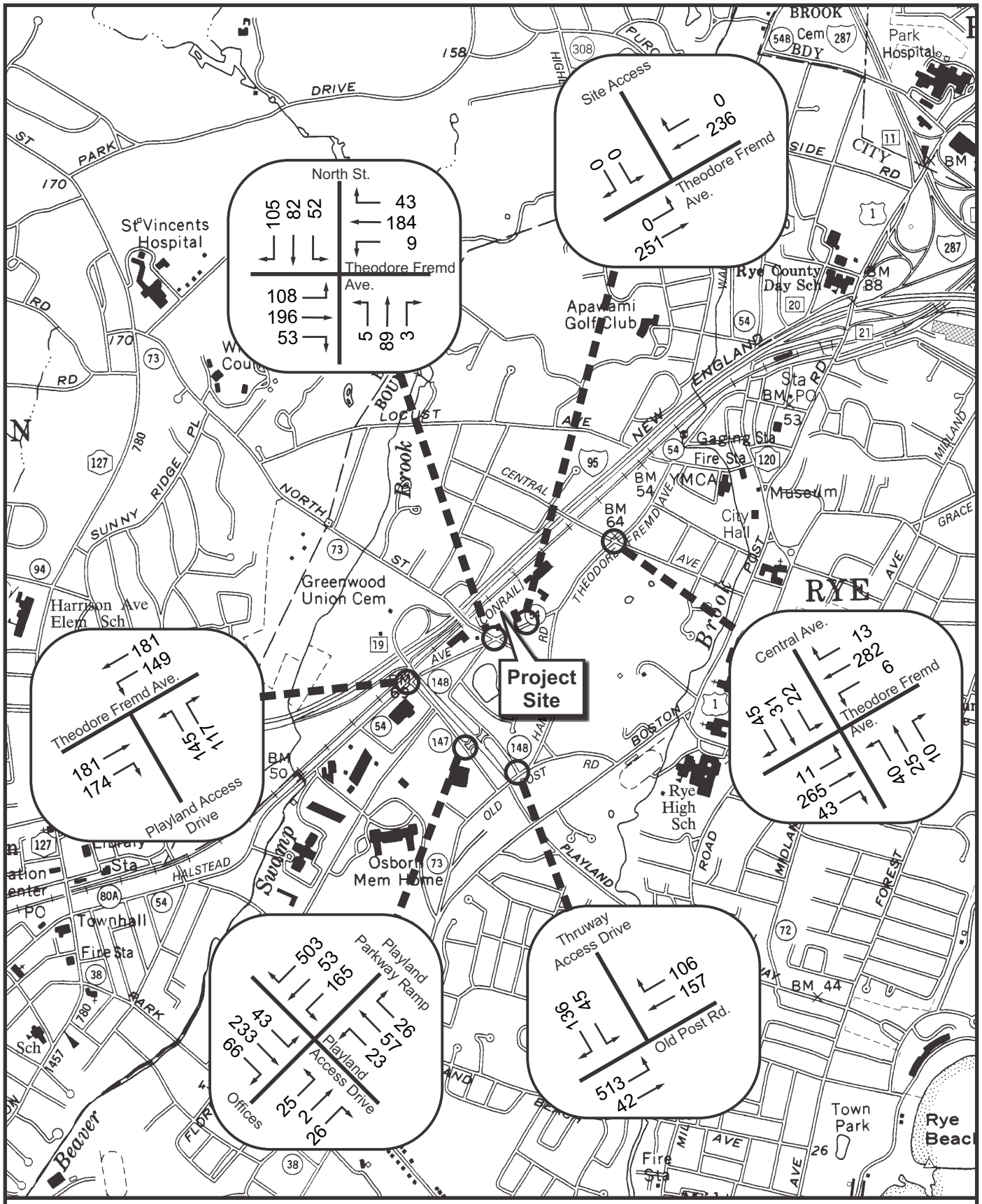

Figure 2: Existing AM Peak Hour Traffic
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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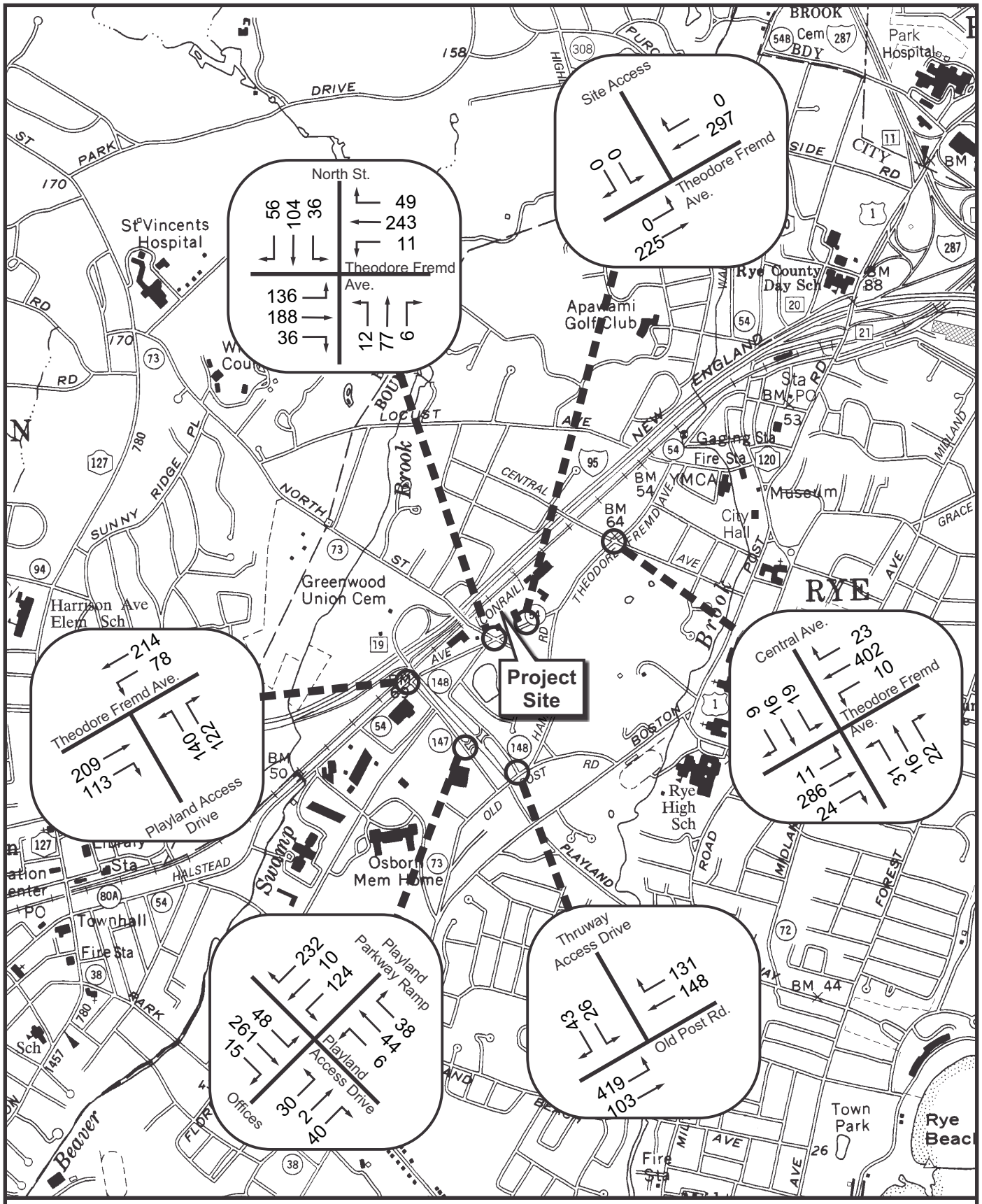

Figure 3: Existing PM Peak Hour Traffic
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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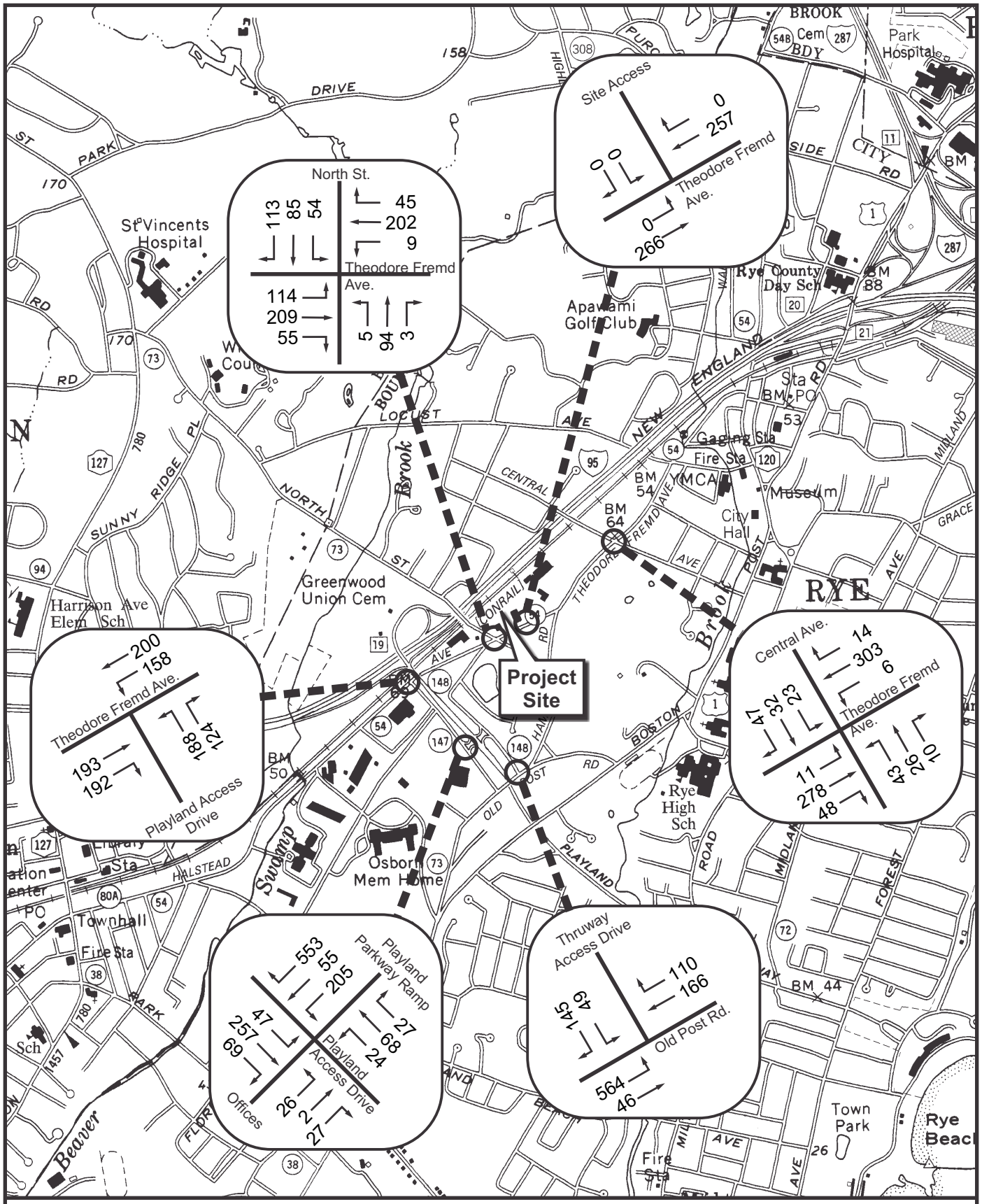

Figure 4: No Build AM Peak Hour Traffic
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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File 05/08/14
JS/14022

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

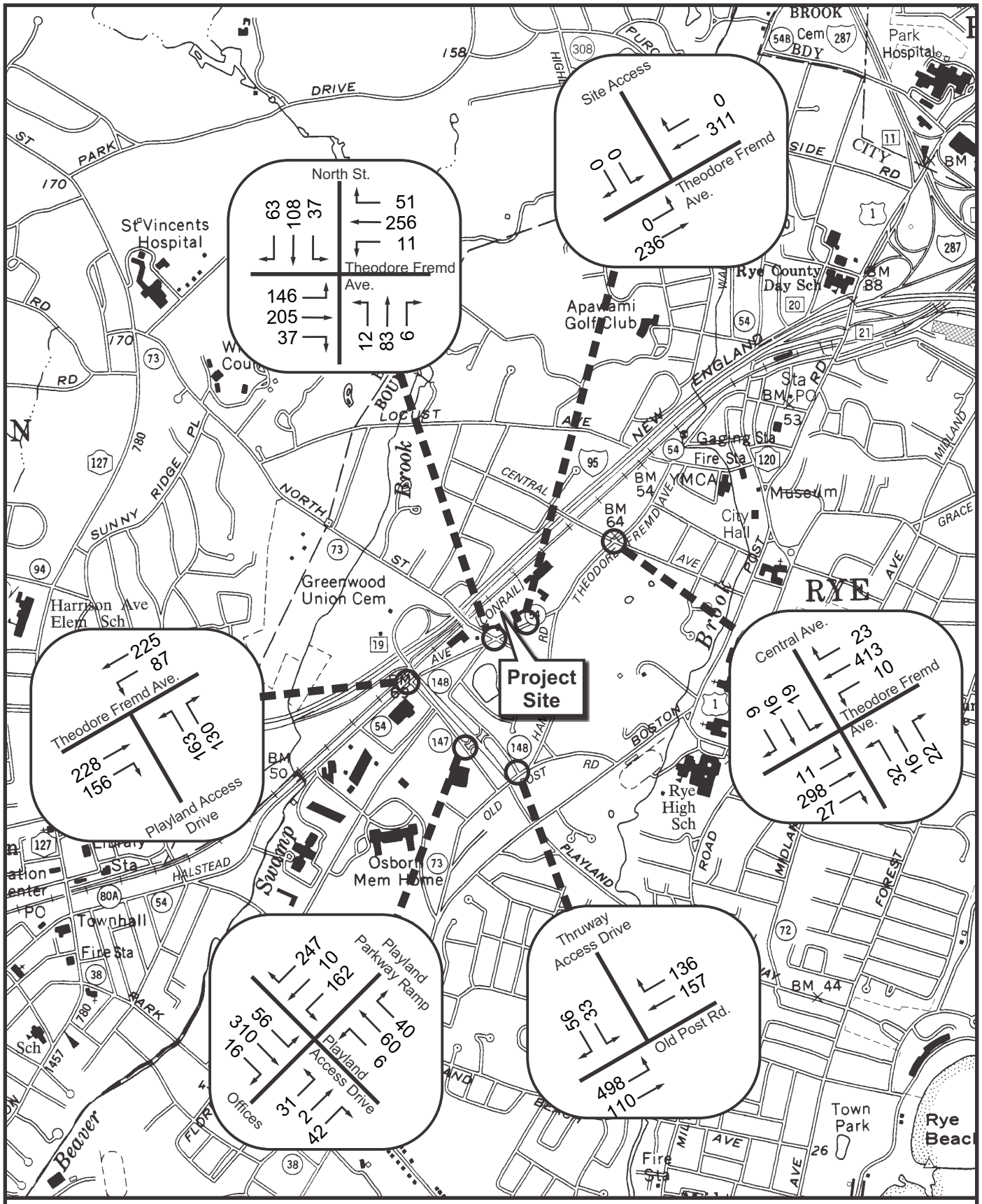

Figure 5: No Build PM Peak Hour Traffic

150 North Street

City of Rye, Westchester County, NY

Scale: 1" = 1,000'

Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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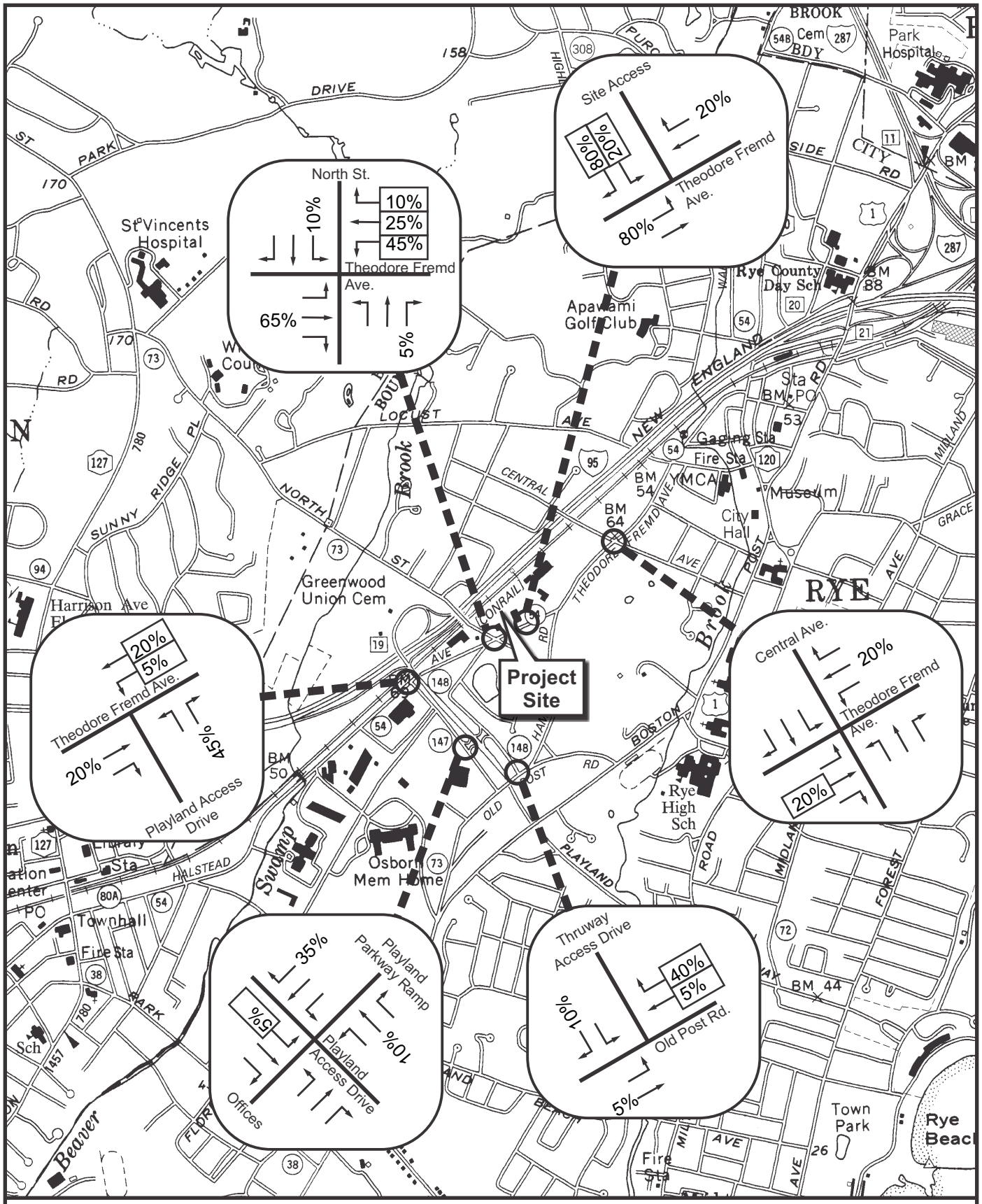

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LEGEND

- Intersections Studied
- XX% Outbound
- XX% Inbound

Figure 6: Percent Distribution Peak Hour Traffic

150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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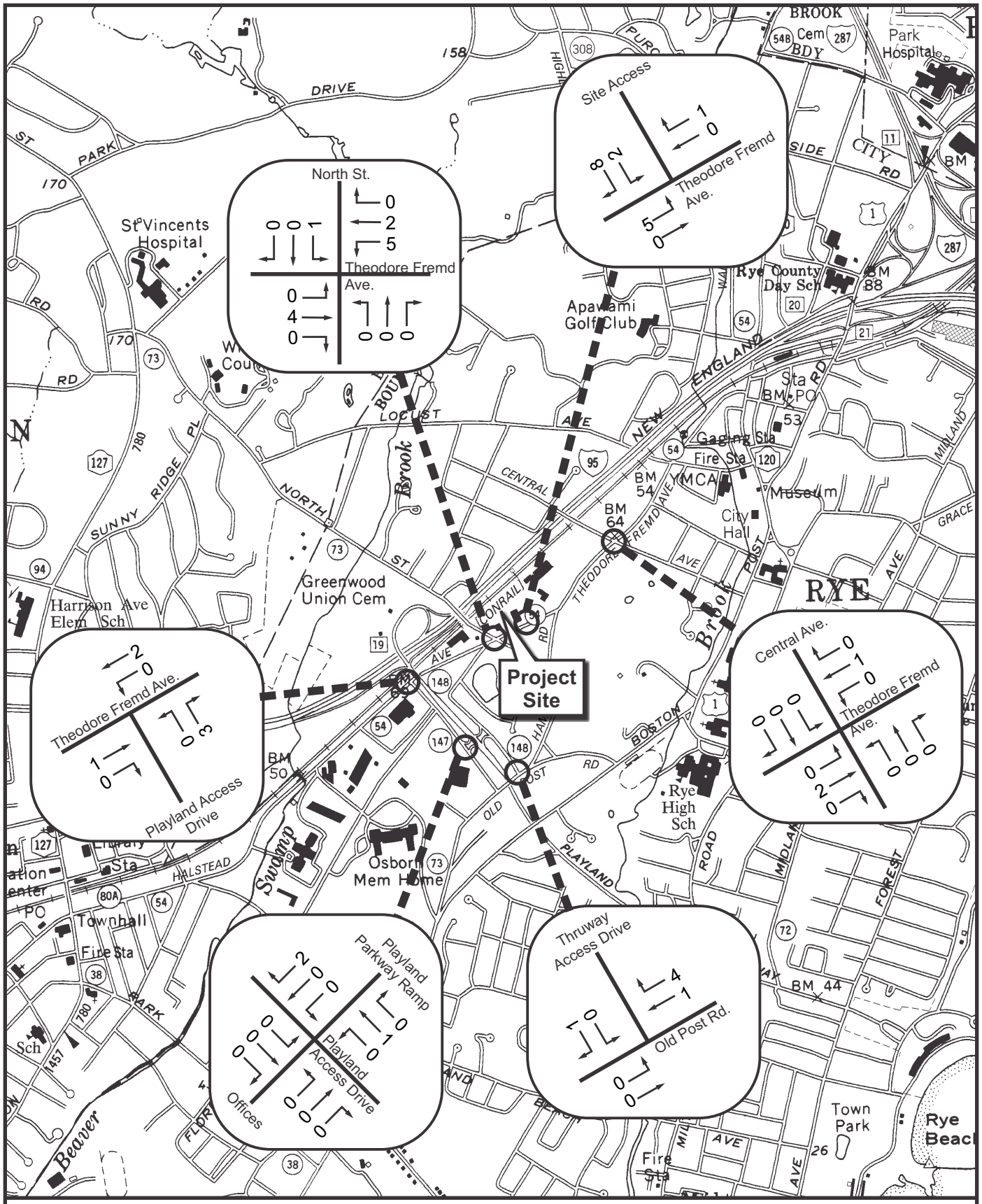

Figure 7: Trip Generated AM Peak Hour Traffic
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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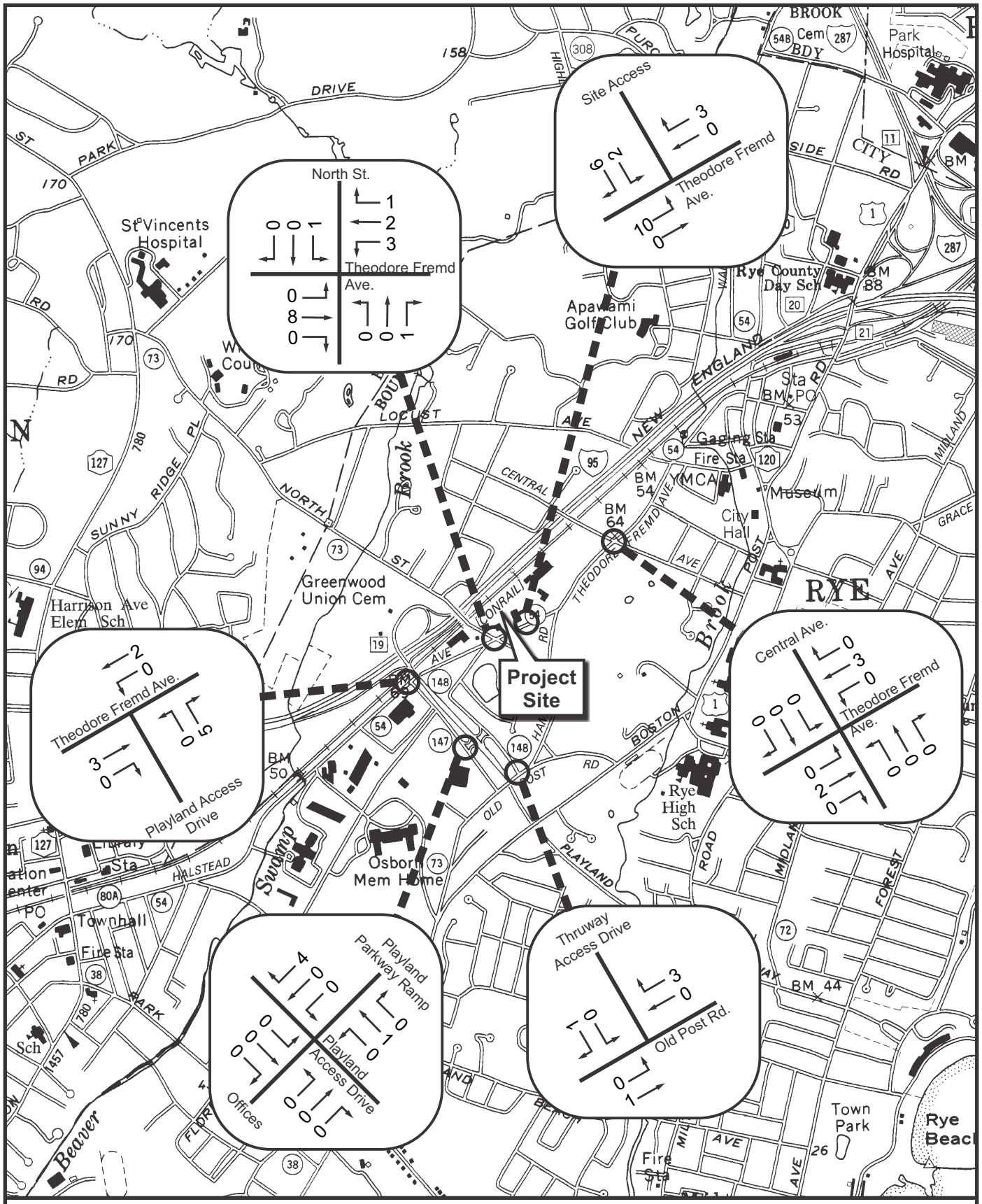

Figure 8: Trip Generated PM Peak Hour Traffic
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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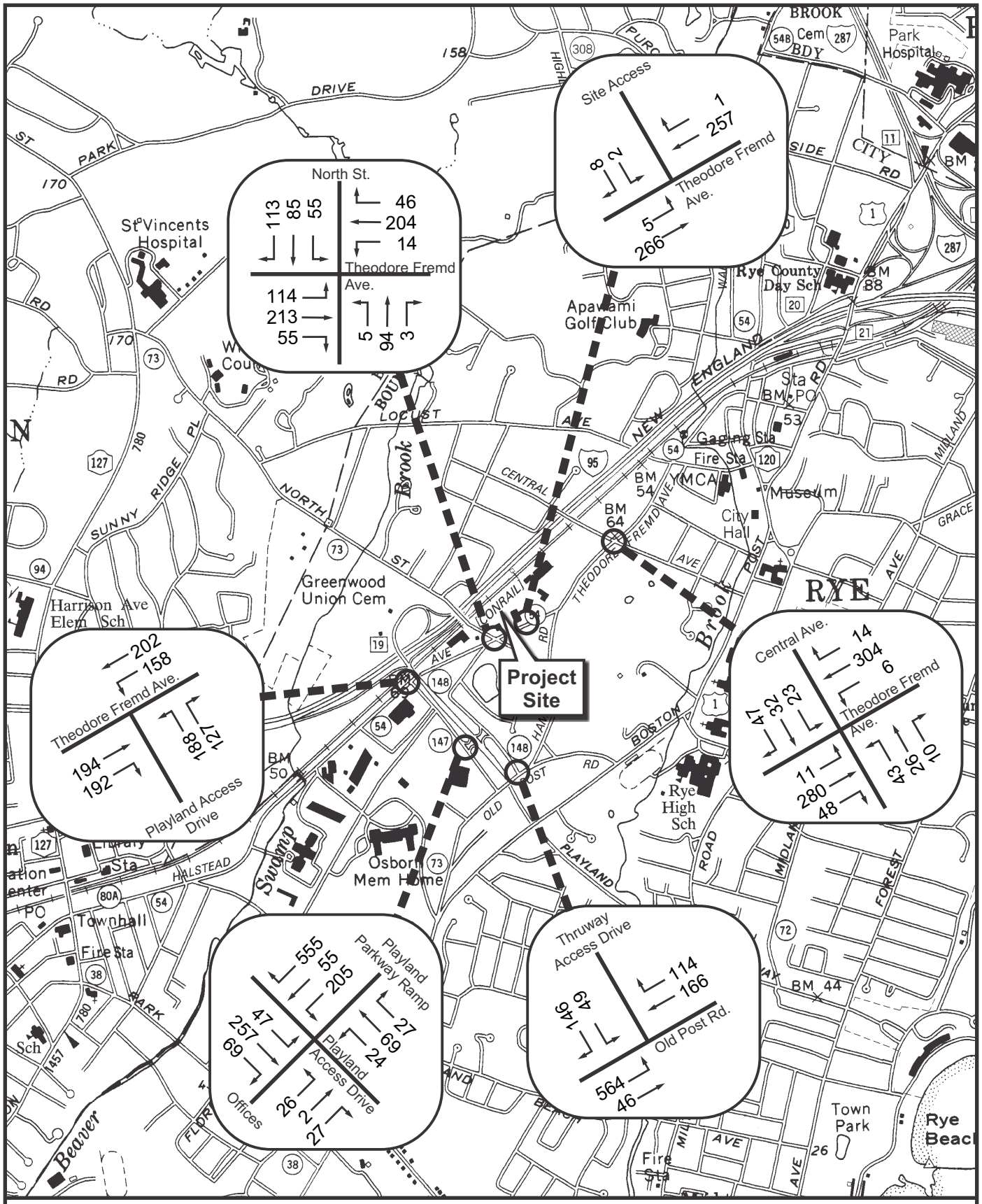

Figure 9: Build AM Peak Hour Traffic

150 North Street

City of Rye, Westchester County, NY

Scale: 1" = 1,000'

Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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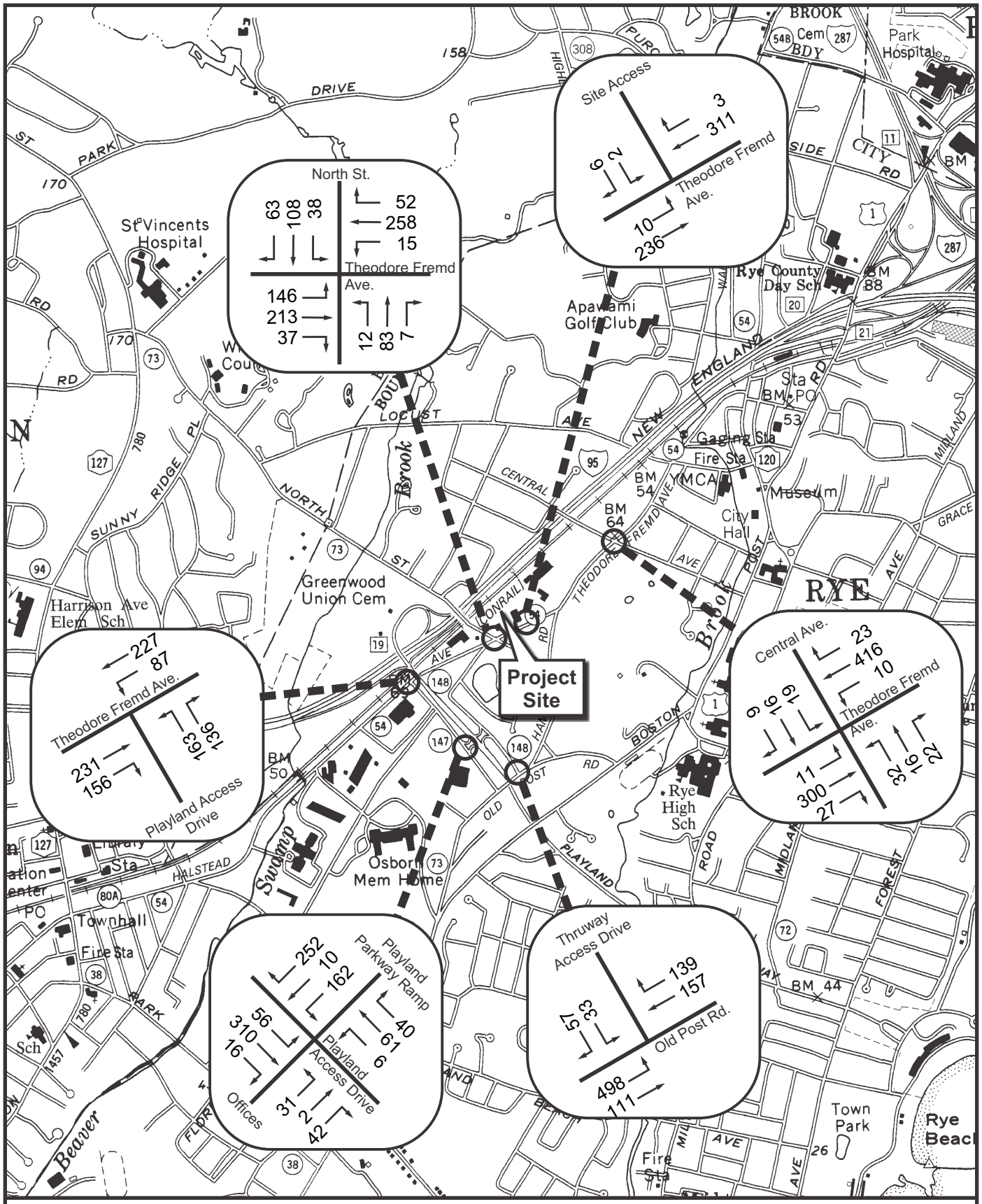

Figure 10: Build PM Peak Hour Traffic
150 North Street
City of Rye, Westchester County, NY
Scale: 1" = 1,000'
Base: NYSDOT 7.5-minute Planimetric Map, Mamaroneck Quad

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File 05/09/14
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APPENDIX B

Traffic Volumes

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT	150 North Street, Rye, NY
LOCATION	Central Avenue and Theodore Fremd Avenue
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

15 Minute Traffic

		Theodore Fremd SB				Central Avenue EB				Theodore Fremd NB				Central Avenue WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
07:00 AM	07:15 AM	0	22	0	22	8	4	2	14	1	32	3	36	2	1	0	3	**75**
07:15 AM	07:30 AM	0	26	1	27	7	11	3	21	0	28	8	36	4	2	3	9	**93**
07:30 AM	07:45 AM	6	44	2	52	9	21	3	33	1	67	13	81	5	10	5	20	**186**
07:45 AM	**08:00 AM**	**1**	**74**	**2**	**77**	**8**	**16**	**7**	**31**	**3**	**68**	**13**	**84**	**17**	**14**	**5**	**36**	**228**
08:00 AM	**08:15 AM**	**3**	**73**	**5**	**81**	**5**	**6**	**6**	**17**	**1**	**58**	**12**	**71**	**7**	**6**	**2**	**15**	**184**
08:15 AM	**08:30 AM**	**1**	**77**	**3**	**81**	**2**	**4**	**17**	**23**	**3**	**64**	**5**	**72**	**6**	**3**	**2**	**11**	**187**
08:30 AM	**08:45 AM**	**1**	**58**	**3**	**62**	**7**	**5**	**15**	**27**	**4**	**75**	**13**	**92**	**10**	**2**	**1**	**13**	**194**
08:45 AM	09:00 AM	2	57	3	62	3	4	2	9	3	78	9	90	9	5	0	14	**175**
09:00 AM	09:15 AM	2	51	1	54	7	3	7	17	4	84	14	102	4	0	2	6	**179**
09:15 AM	09:30 AM	2	37	1	40	2	2	3	7	1	50	3	54	7	0	0	7	**108**
09:30 AM	09:45 AM	2	54	1	57	8	3	0	11	1	46	2	49	0	2	2	4	**121**
09:45 AM	10:00 AM	1	38	2	41	0	2	6	8	2	52	1	55	1	0	2	3	**107**
TOTAL		21	611	24	656	66	81	71	218	24	702	96	822	72	45	24	141	1837

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT	150 North Street, Rye, NY
LOCATION	Central Avenue and Theodore Fremd Avenue
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

HOURLY SUMMARY

		Theodore Fremd SB				Central Avenue EB				Theodore Fremd NB				Central Avenue WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
07:00 AM	08:00 AM	7	166	5	178	32	52	15	99	5	195	37	237	28	27	13	68	**582**
07:15 AM	08:15 AM	10	217	10	237	29	54	19	102	5	221	46	272	33	32	15	80	**691**
07:30 AM	08:30 AM	11	268	12	291	24	47	33	104	8	257	43	308	35	33	14	82	**785**
07:45 AM	**08:45 AM**	**6**	**282**	**13**	**301**	**22**	**31**	**45**	**98**	**11**	**265**	**43**	**319**	**40**	**25**	**10**	**75**	**793**
08:00 AM	09:00 AM	7	265	14	286	17	19	40	76	11	275	39	325	32	16	5	53	**740**
08:15 AM	09:15 AM	6	243	10	259	19	16	41	76	14	301	41	356	29	10	5	44	**735**
08:30 AM	09:30 AM	7	203	8	218	19	14	27	60	12	287	39	338	30	7	3	40	**656**
08:45 AM	09:45 AM	8	199	6	213	20	12	12	44	9	258	28	295	20	7	4	31	**583**
09:00 AM	10:00 AM	7	180	5	192	17	10	16	43	8	232	20	260	12	2	6	20	**515**
07:45 AM	**08:45 AM**	**6**	**282**	**13**	**301**	**22**	**31**	**45**	**98**	**11**	**265**	**43**	**319**	**40**	**25**	**10**	**75**	**793**
Peak 15 Minutes																		**228**
Peak Hour Factor																		**0.87**
Trucks					**14**				**1**				**21**				**4**	
%trucks					5%				1%				7%				5%	

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT	150 North Street, Rye, NY
LOCATION	Central Avenue and Theodore Fremd Avenue
DATE	Friday, April 11, 2014
TIME	4:00 PM to 7:00 PM

15 Minute Traffic

		Theodore Fremd SB				Central Avenue EB				Theodore Fremd NB				Central Avenue WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
04:00 PM	04:15 PM	4	96	4	104	10	4	2	16	5	66	12	83	5	0	2	7	**210**
04:15 PM	04:30 PM	3	69	5	77	6	5	2	13	3	63	2	68	1	5	3	9	**167**
04:30 PM	04:45 PM	5	85	8	98	4	6	3	13	1	58	4	63	3	2	3	8	**182**
04:45 PM	05:00 PM	2	91	6	99	12	1	4	17	1	62	7	70	5	5	0	10	**196**
05:00 PM	**05:15 PM**	**3**	**102**	**4**	**109**	**8**	**2**	**4**	**14**	**5**	**88**	**6**	**99**	**3**	**4**	**3**	**10**	**232**
05:15 PM	**05:30 PM**	**1**	**110**	**6**	**117**	**5**	**3**	**7**	**15**	**0**	**63**	**11**	**74**	**8**	**3**	**4**	**15**	**221**
05:30 PM	**05:45 PM**	**2**	**104**	**6**	**112**	**9**	**2**	**5**	**16**	**4**	**63**	**3**	**70**	**4**	**2**	**1**	**7**	**205**
05:45 PM	**06:00 PM**	**4**	**86**	**7**	**97**	**9**	**9**	**6**	**24**	**2**	**72**	**4**	**78**	**4**	**7**	**1**	**12**	**211**
06:00 PM	06:15 PM	2	63	3	68	10	3	6	19	1	75	4	80	7	8	1	16	**183**
06:15 PM	06:30 PM	3	74	9	86	3	3	5	11	9	49	4	62	7	4	2	13	**172**
06:30 PM	06:45 PM	3	66	6	75	8	8	4	20	5	49	5	59	6	7	1	14	**168**
06:45 PM	07:00 PM	4	54	2	60	3	6	1	10	2	36	7	45	3	3	3	9	**124**
TOTAL		36	1000	66	1102	87	52	49	188	38	744	69	851	56	50	24	130	2271

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT	150 North Street, Rye, NY
LOCATION	Central Avenue and Theodore Fremd Avenue
DATE	Friday, April 11, 2014
TIME	4:00 PM to 7:00 PM

HOURLY SUMMARY

		Theodore Fremd SB				Central Avenue EB				Theodore Fremd NB				Central Avenue WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
04:00 PM	05:00 PM	14	341	23	378	32	16	11	59	10	249	25	284	14	12	8	34	**755**
04:15 PM	05:15 PM	13	347	23	383	30	14	13	57	10	271	19	300	12	16	9	37	**777**
04:30 PM	05:30 PM	11	388	24	423	29	12	18	59	7	271	28	306	19	14	10	43	**831**
04:45 PM	05:45 PM	8	407	22	437	34	8	20	62	10	276	27	313	20	14	8	42	**854**
05:00 PM	**06:00 PM**	**10**	**402**	**23**	**435**	**31**	**16**	**22**	**69**	**11**	**286**	**24**	**321**	**19**	**16**	**9**	**44**	**869**
05:15 PM	06:15 PM	9	363	22	394	33	17	24	74	7	273	22	302	23	20	7	50	**820**
05:30 PM	06:30 PM	11	327	25	363	31	17	22	70	16	259	15	290	22	21	5	48	**771**
05:45 PM	06:45 PM	12	289	25	326	30	23	21	74	17	245	17	279	24	26	5	55	**734**
06:00 PM	07:00 PM	12	257	20	289	24	20	16	60	17	209	20	246	23	22	7	52	**647**
05:00 PM	**06:00 PM**	**10**	**402**	**23**	**435**	**31**	**16**	**22**	**69**	**11**	**286**	**24**	**321**	**19**	**16**	**9**	**44**	**869**
Peak 15 Minutes																		**232**
Peak Hour Factor																		**0.94**
Trucks					**3**				**1**				**2**				**0**	
%trucks					1%				1%				1%				0%	

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT	150 North Street, Rye, NY
LOCATION	North Street and Thoedore Fremd Avenue
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

15 Minute Traffic

		North Street SB				Theodore Fremd Avenue EB				North Street NB				Theodore Fremd Avenue WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
07:00 AM	07:15 AM	10	9	17	36	9	28	7	44	2	6	0	8	2	16	5	23	**111**
07:15 AM	07:30 AM	9	13	14	36	17	28	7	52	2	15	0	17	4	20	11	35	**140**
07:30 AM	07:45 AM	10	19	14	43	11	34	5	50	2	10	0	12	4	26	8	38	**143**
07:45 AM	08:00 AM	17	24	28	69	19	44	7	70	3	16	0	19	1	64	17	82	**240**
08:00 AM	08:15 AM	9	15	32	56	24	34	1	59	3	19	0	22	2	45	11	58	**195**
08:15 AM	**08:30 AM**	**8**	**22**	**28**	**58**	**25**	**29**	**11**	**65**	**1**	**17**	**0**	**18**	**1**	**54**	**10**	**65**	**206**
08:30 AM	**08:45 AM**	**11**	**20**	**31**	**62**	**33**	**64**	**14**	**111**	**2**	**22**	**1**	**25**	**2**	**48**	**7**	**57**	**255**
08:45 AM	**09:00 AM**	**17**	**19**	**22**	**58**	**20**	**57**	**25**	**102**	**2**	**25**	**0**	**27**	**1**	**42**	**16**	**59**	**246**
09:00 AM	**09:15 AM**	**16**	**21**	**24**	**61**	**30**	**46**	**3**	**79**	**0**	**25**	**2**	**27**	**5**	**40**	**10**	**55**	**222**
09:15 AM	09:30 AM	4	12	17	33	11	32	2	45	4	22	2	28	1	25	7	33	**139**
09:30 AM	09:45 AM	2	9	10	21	6	24	4	34	1	10	1	12	1	35	3	39	**106**
09:45 AM	10:00 AM	10	16	9	35	11	36	10	57	0	10	1	11	2	25	1	28	**131**
TOTAL		123	199	246	568	216	456	96	768	22	197	7	226	26	440	106	572	2134

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT	150 North Street, Rye, NY
LOCATION	North Street and Thoedore Fremd Avenue
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

HOURLY SUMMARY

		North Street SB				Theodore Fremd Avenue EB				North Street NB				Theodore Fremd Avenue WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
07:00 AM	08:00 AM	46	65	73	184	56	134	26	216	9	47	0	56	11	126	41	178	**634**
07:15 AM	08:15 AM	45	71	88	204	71	140	20	231	10	60	0	70	11	155	47	213	**718**
07:30 AM	08:30 AM	44	80	102	226	79	141	24	244	9	62	0	71	8	189	46	243	**784**
07:45 AM	08:45 AM	45	81	119	245	101	171	33	305	9	74	1	84	6	211	45	262	**896**
08:00 AM	09:00 AM	45	76	113	234	102	184	51	337	8	83	1	92	6	189	44	239	**902**
08:15 AM	**09:15 AM**	**52**	**82**	**105**	**239**	**108**	**196**	**53**	**357**	**5**	**89**	**3**	**97**	**9**	**184**	**43**	**236**	**929**
08:30 AM	09:30 AM	48	72	94	214	94	199	44	337	8	94	5	107	9	155	40	204	**862**
08:45 AM	09:45 AM	39	61	73	173	67	159	34	260	7	82	5	94	8	142	36	186	**713**
09:00 AM	10:00 AM	32	58	60	150	58	138	19	215	5	67	6	78	9	125	21	155	**598**
08:15 AM	**09:15 AM**	**52**	**82**	**105**	**239**	**108**	**196**	**53**	**357**	**5**	**89**	**3**	**97**	**9**	**184**	**43**	**236**	**929**
Peak 15 Minutes																		**255**
Peak Hour Factor																		**0.91**
Trucks					**8**				**37**				**1**				**20**	
%trucks					3%				10%				1%				8%	

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT	150 North Street, Rye, NY
LOCATION	Playland Access Drive and Theodore Fremd Avenue
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

15 Minute Traffic

		Theodore Fremd EB				Playland Access NB				Theodore Fremd WB								
START TIME	END TIME	left	thru 1	right 2	Total	left 3	thru	right 4	Total	left 5	thru	right 6	Total	left	thru	right	Total	GRAND TOTAL
07:00 AM	07:15 AM		28	30	58	12		13	25	9		17	26					**109**
07:15 AM	07:30 AM		21	35	56	21		13	34	14		16	30					**120**
07:30 AM	07:45 AM		34	48	82	37		24	61	15		26	41					**184**
07:45 AM	**08:00 AM**		**38**	**55**	**93**	**33**		**19**	**52**	**37**		**50**	**87**					**232**
08:00 AM	**08:15 AM**		**39**	**39**	**78**	**32**		**26**	**58**	**36**		**41**	**77**					**213**
08:15 AM	**08:30 AM**		**41**	**51**	**92**	**38**		**30**	**68**	**35**		**46**	**81**					**241**
08:30 AM	**08:45 AM**		**63**	**29**	**92**	**42**		**42**	**84**	**41**		**44**	**85**					**261**
08:45 AM	09:00 AM		45	29	74	29		52	81	21		39	60					**215**
09:00 AM	09:15 AM		49	29	78	21		21	42	19		41	60					**180**
09:15 AM	09:30 AM		25	26	51	24		24	48	16		26	42					**141**
09:30 AM	09:45 AM		33	29	62	31		19	50	17		35	52					**164**
09:45 AM	10:00 AM		33	27	60	26		21	47	15		23	38					**145**
TOTAL			449	427	876	346		304	650	275		404	679					2205

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT	150 North Street, Rye, NY
LOCATION	Playland Access Drive and Theodore Fremd Avenue
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

HOURLY SUMMARY

		Theodore Fremd EB				Playland Access NB				Theodore Fremd WB								
START TIME	END TIME	left	thru 1	right 2	Total	left 3	thru	right 4	Total	left 5	thru	right 6	Total	left	thru	right	Total	GRAND TOTAL
07:00 AM	08:00 AM		121	168	289	103		69	172	75		109	184					**645**
07:15 AM	08:15 AM		132	177	309	123		82	205	102		133	235					**749**
07:30 AM	08:30 AM		152	193	345	140		99	239	123		163	286					**870**
07:45 AM	**08:45 AM**		**181**	**174**	**355**	**145**		**117**	**262**	**149**		**181**	**330**					**947**
08:00 AM	09:00 AM		188	148	336	141		150	291	133		170	303					**930**
08:15 AM	09:15 AM		198	138	336	130		145	275	116		170	286					**897**
08:30 AM	09:30 AM		182	113	295	116		139	255	97		150	247					**797**
08:45 AM	09:45 AM		152	113	265	105		116	221	73		141	214					**700**
09:00 AM	10:00 AM		140	111	251	102		85	187	67		125	192					**630**
07:45 AM	**08:45 AM**		**181**	**174**	**355**	**145**		**117**	**262**	**149**		**181**	**330**					**947**
Peak 15 Minutes																		**261**
Peak Hour Factor																		**0.91**
Trucks					**35**				**24**				**27**					
%trucks					10%				9%				8%					

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT	150 North Street, Rye, NY
LOCATION	Playland Access Drive, office, and ramp
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

15 Minute Traffic

		Playland Access Drive SB				Office Driveway EB				Playland Access Drive NB				Ramp WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
07:00 AM	07:15 AM	4	41	3	48	0	1	4	5	0	4	4	8	27	4	62	93	**154**
07:15 AM	07:30 AM	8	47	3	58	2	2	2	6	2	6	1	9	41	3	87	131	**204**
07:30 AM	07:45 AM	8	6	8	22	1	0	3	4	4	17	4	25	64	12	103	179	**230**
07:45 AM	08:00 AM	10	24	15	49	1	0	2	3	4	24	6	34	50	25	146	221	**307**
08:00 AM	**08:15 AM**	**8**	**68**	**13**	**89**	**4**	**0**	**3**	**7**	**4**	**19**	**4**	**27**	**43**	**12**	**112**	**167**	**290**
08:15 AM	**08:30 AM**	**10**	**67**	**22**	**99**	**5**	**0**	**7**	**12**	**5**	**10**	**8**	**23**	**48**	**13**	**149**	**210**	**344**
08:30 AM	**08:45 AM**	**14**	**49**	**13**	**76**	**7**	**1**	**5**	**13**	**4**	**13**	**5**	**22**	**27**	**15**	**100**	**142**	**253**
08:45 AM	**09:00 AM**	**11**	**49**	**18**	**78**	**9**	**1**	**11**	**21**	**10**	**15**	**8**	**33**	**47**	**13**	**142**	**202**	**334**
09:00 AM	09:15 AM	17	38	8	63	7	2	13	22	12	10	8	30	52	27	81	160	**275**
09:15 AM	09:30 AM	8	38	14	60	12	1	15	28	9	15	4	28	25	8	67	100	**216**
09:30 AM	09:45 AM	11	39	10	60	13	3	13	29	7	7	3	17	23	14	58	95	**201**
09:45 AM	10:00 AM	4	41	9	54	7	1	11	19	9	5	5	19	15	19	43	77	**169**
TOTAL		113	507	136	756	68	12	89	169	70	145	60	275	462	165	1150	1777	2977

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT	150 North Street, Rye, NY
LOCATION	Playland Access Drive, office, and ramp
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

HOURLY SUMMARY

		Playland Access Drive SB				Office Driveway EB				Playland Access Drive NB				Ramp WB				
START TIME	END TIME	left 1	thru 2	right 3	Total	left 4	thru 5	right 6	Total	left 7	thru 8	right 9	Total	left 10	thru 11	right 12	Total	GRAND TOTAL
07:00 AM	08:00 AM	30	118	29	177	4	3	11	18	10	51	15	76	182	44	398	624	**895**
07:15 AM	08:15 AM	34	145	39	218	8	2	10	20	14	66	15	95	198	52	448	698	**1031**
07:30 AM	08:30 AM	36	165	58	259	11	0	15	26	17	70	22	109	205	62	510	777	**1171**
07:45 AM	08:45 AM	42	208	63	313	17	1	17	35	17	66	23	106	168	65	507	740	**1194**
08:00 AM	**09:00 AM**	**43**	**233**	**66**	**342**	**25**	**2**	**26**	**53**	**23**	**57**	**25**	**105**	**165**	**53**	**503**	**721**	**1221**
08:15 AM	09:15 AM	52	203	61	316	28	4	36	68	31	48	29	108	174	68	472	714	**1206**
08:30 AM	09:30 AM	50	174	53	277	35	5	44	84	35	53	25	113	151	63	390	604	**1078**
08:45 AM	09:45 AM	47	164	50	261	41	7	52	100	38	47	23	108	147	62	348	557	**1026**
09:00 AM	10:00 AM	40	156	41	237	39	7	52	98	37	37	20	94	115	68	249	432	**861**
08:00 AM	**09:00 AM**	**43**	**233**	**66**	**342**	**25**	**2**	**26**	**53**	**23**	**57**	**25**	**105**	**165**	**53**	**503**	**721**	**1221**
Peak 15 Minutes																		**344**
Peak Hour Factor																		**0.89**
Trucks					**15**				**0**				**4**				**44**	
%trucks					4%				0%				4%				6%	

WEEKDAY PEAK 15 MINUTE COUNTS

PROJECT	150 North Street, Rye, NY
LOCATION	Access Drive and Old Post Road
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

15 Minute Traffic

		Old Post Road WB				Access Drive SB				Old Post Road EB								
START TIME	END TIME	left 1	thru 1	right 2	Total	left 3	thru	right 4	Total	left 5	thru 6	right	Total	left	thru	right	Total	GRAND TOTAL
07:00 AM	07:15 AM		10	28	38	4		7	11	78	6		84					**133**
07:15 AM	07:30 AM		13	48	61	9		10	19	108	11		119					**199**
07:30 AM	07:45 AM		24	33	57	7		19	26	135	8		143					**226**
07:45 AM	**08:00 AM**		**35**	**28**	**63**	**9**		**37**	**46**	**121**	**12**		**133**					**242**
08:00 AM	**08:15 AM**		**36**	**21**	**57**	**11**		**26**	**37**	**128**	**9**		**137**					**231**
08:15 AM	**08:30 AM**		**33**	**29**	**62**	**13**		**24**	**37**	**141**	**8**		**149**					**248**
08:30 AM	**08:45 AM**		**53**	**28**	**81**	**12**		**49**	**61**	**123**	**14**		**137**					**279**
08:45 AM	09:00 AM		52	18	70	16		35	51	91	12		103					**224**
09:00 AM	09:15 AM		38	15	53	14		35	49	94	11		105					**207**
09:15 AM	09:30 AM		39	19	58	12		25	37	102	20		122					**217**
09:30 AM	09:45 AM		34	19	53	9		19	28	93	6		99					**180**
09:45 AM	10:00 AM		50	24	74	7		36	43	114	6		120					**237**
TOTAL			417	310	727	123		322	445	1328	123		1451					2623

WEEKDAY PEAK HOURLY APPROACH VOLUMES

PROJECT	150 North Street, Rye, NY
LOCATION	Access Drive and Old Post Road
DATE	Wednesday, April 9, 2014
TIME	7:00 AM to 10:00 AM

HOURLY SUMMARY

		Old Post Road WB				Access Drive SB				Old Post Road EB								
START TIME	END TIME	left 1	thru 1	right 2	Total	left 3	thru	right 4	Total	left 5	thru 6	right	Total	left	thru	right	Total	GRAND TOTAL
07:00 AM	08:00 AM		82	137	219	29		73	102	442	37		479					**800**
07:15 AM	08:15 AM		108	130	238	36		92	128	492	40		532					**898**
07:30 AM	08:30 AM		128	111	239	40		106	146	525	37		562					**947**
07:45 AM	**08:45 AM**		**157**	**106**	**263**	**45**		**136**	**181**	**513**	**43**		**556**					**1000**
08:00 AM	09:00 AM		174	96	270	52		134	186	483	43		526					**982**
08:15 AM	09:15 AM		176	90	266	55		143	198	449	45		494					**958**
08:30 AM	09:30 AM		182	80	262	54		144	198	410	57		467					**927**
08:45 AM	09:45 AM		163	71	234	51		114	165	380	49		429					**828**
09:00 AM	10:00 AM		161	77	238	42		115	157	403	43		446					**841**
07:45 AM	**08:45 AM**		**157**	**106**	**263**	**45**		**136**	**181**	**513**	**43**		**556**					**1000**
Peak 15 Minutes																		**279**
Peak Hour Factor																		**0.90**
Trucks					**22**				**4**				**28**					
%trucks					8%				2%				5%					

APPENDIX C

Trip Generation

Table C-1 Trip Generation Rates Other Area Projects				
Land Use	**Weekday AM**		**Weekday PM**	
{ITE Code} [1]	**In (Trips/ Unit)**	**Out (Trips/ Unit)**	**In (Trips/ Unit)**	**Out (Trips/ Unit)**
555 Theodore Fremd Avenue, 43,806 square feet office {710}[2]	1.373	0.187	0.253	1.237
120 Old Post Road Hotel 150 rooms[3]	0.337	0.267	0.343	0.351
[1] Institute of Transportation Engineers, Trip Generation, Edition 9th, Washington DC, 2012.				
[2] Based on average rates. [3] .Uses all rooms occupied and, a.m. peak hour uses equation rates.				

Table C-2 Projected Site Trips Other Developments						
Site	**Trips**					
	A.M. Weekday Peak Hour			**P.M. Weekday Peak Hour**		
	IN (Trips)	**OUT (Trips)**	**Total Trips**	**IN (Trips)**	**OUT (Trips)**	**Total Trips**
555 Theodore Fremd Avenue, 43,806 square feet office	60	8	68	11	54	65
120 Old Post Road Hotel 150 rooms	51	40	91	51	54	105
See Table C-1.						

The 300 Theall Avenue has inadequate on-site parking. Parking is augmented by on-street parking on Theall Avenue and a side lot. The nearest entrance to the side lot as been closed off potentially reducing the use of the side lot. Since the main lot is sometimes filled the count is overlly conservative as it may include vehicles entering and immediately exiting the site due to lack of parking. These vehicles may also subsequently park in the adjacent lot or on-street. As a result the information is not suitable for inclusion into National standards. Vehicles parking in the side lot or on-street were counted if the driver or passengers accessed the property.

Table C-3
Trip Generation 300 Theall Avenue

	Weekday AM Peak Hour[2]			Weekday PM Peak Hour[3]		
Land Use	In	Out	Total	In	Out	Total
Senior Housing 99 dwelling units [1]	7	9	16	12	10	22

[1] Community Housing Management Corporation call April 28, 2014.
[2] Count from April 24th, 2014.
[3] Count from April 25th, 2014.

Table C-4
Trip Generation Rates comparison

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
{ITE Code} [1]	In (Trips/ Unit)	Out (Trips/ Unit)	Total (Trips/ Unit)	In (Trips/ Unit)	Out (Trips/ Unit)	Total (Trips/ Unit)
Senior Housing {252} 58 dwelling units Maximum Rate	0.095	0.176	0.271	0.216	0.144	0.360
Senior Housing {252} 58 dwelling units Average Rate	0.066	0.124	0.19	0.138	0.092	0.23
Senior Housing [2] 99 dwelling units	0.071	0.091	0.162	0.121	0.101	0.222

[1] Institute of Transportation Engineers, Trip Generation, Edition 9th, Washington DC, 2012.
[2] Based on Counts.

APPENDIX D

Performance Measures

Traffic: Performance Measures

Introduction

The HCM 2010 Highway Capacity Manual[1] and the *Synchro 8 Software*[2] procedures document the methodology used for modeling levels of service, average vehicle delay, and volume -to-capacity ratios at both signalized and unsignalized intersections. Level of service is a measure of the operational quality of an intersection; level of service A is the highest, most efficient level, and level of service F is the lowest level. The operational quality of an intersection for the automobile mode is based on the average amount of time a vehicle is delayed. Levels of service are examined by 'lane group', the set of lanes allowing common movement(s) on an approach. Approaches to intersections are assigned primary directions for clarity as depicted on the traffic volume figures.

The *Synchro 8 Software* modeled results are applied to peak hour periods only. During off peak periods, which is the majority of the time, drivers typically will find operations better than the modeled peak hour results. During peak periods the experience of individual drivers can vary, because the model calculates average delay.

Level of Service Criteria Signalized Intersections

When analyzing activity at signalized intersections, an understanding of the definition of level of service for the Automobile mode is essential:

Automobile Mode

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

Level of service A describes operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of service B describes operations with control delay between 10 and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with Level of service A.

Level of service C describes operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of

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[1] Transportation Research Board of the National Academies, HCM 2010 Highway Capacity Manual, Washington D. C., 2010.

[2] Synchro 8, Computer software, Trafficware, Sugar Land, Texas, 2011.

vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of service D describes operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is higher and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of service E describes operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of service F describes operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

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

Exhibit 18-4 lists the level of service thresholds established for the automobile mode at a signalized intersection.[3]

Signalized Intersections Level of Service Criteria Automobile Mode For Lane Groups		
Average Control Delay (Seconds Per Vehicle)	Volume-to-capacity Ratio less than or equal to one **Level of Service**	Volume-to-capacity Ratio greater than one **Level of Service**
less than or equal to 10	A	F
greater than 10 and less than or equal to 20	B	F
greater than 20 and less than or equal to 35	C	F
greater than 35 and less than or equal to 55	D	F
greater than 55 and less than or equal to 80	E	F
greater than 80	F	F

[1] From Transportation Research Board of the National Academies, HCM 2010 Highway Capacity Manual, Washington D. C., Volume 3 page 18-6, Exhibit 18-4, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity. Table limited to lane groups (lane or group of lanes sharing a common movement)

[3] From Transportation Research Board of the National Academies, HCM 2010 Highway Capacity Manual, Washington D. C., Volume 3 page 18-6, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity.

The New York State Department of Transportation (NYS DOT) generally seeks in urban areas for a level of service D or better (delay of 55 seconds or less for a signalized intersection) for all lane groups however:

> In some cases, it may be necessary to accept level of service E or F on individual lane groups due to unreasonable costs or impacts associated with improving the level of service.[4]

Level of Service Criteria for Two way Stop Controlled intersections

The HCM 2010 Highway Capacity Manual[5] describes the level of service criteria as:

> *Level of service for two way stop controlled intersections is determined by the computed or measure control delay. For motor vehicles, level of service is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 19-1 . Level of service is not defined for the intersection as a whole or for the major street-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical two way stopped controlled intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important level of service deficiencies for minor movements. As Exhibit 19-1 notes, level of service is assigned to the movements if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.*
>
> *The level of service criteria for two-way stop-controlled intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. the expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce user's delay tolerance.*

The HCM 2010 Highway Capacity Manual[6] includes the following concerning level of service F at two-way stop-controlled intersection lane groups:

> *Level of service F occurs when there are not enough gaps of suitable size to allow minor street vehicles to enter or cross through traffic on the major-street, resulting in long average control delays (greater than 50 seconds per vehicle). Depending on the demand on the approach, long queues on the minor approaches may result....*
>
> *Level of service F may also appear in the form of drivers on the minor street selecting smaller-than-usual gaps...*

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[4] From NYS DOT, Highway Design Manual, Revision 62, April 13, 2011, (page 5-103) with abbreviations replaced for reader clarity.

[5] From Transportation Research Board of the National Academies, HCM 2010 Highway Capacity Manual, Washington D. C., Volume 3 page 19-1 and 19-2, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity.

[6] From Transportation Research Board of the National Academies, HCM 2010 Highway Capacity Manual, Washington D. C., Volume 3 page 19-40, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity.

Even with a level of service F estimate, most low-volume minor-street approaches would not meet any of the Manual on Uniform Traffic Control Devices volume or delay warrants for signalization...

In some cases, the delay equations predict delays greater than 50 seconds for minor-street movements under very low volumes conditions on the minor street (fewer than 25 vehicles per hour). On the basis of the first term of the delay equation, the level of service F threshold is reached with a movement capacity of approximately 85 vehicles per hour or less, regardless of the minor-street movement volume.

Two Way Stop Delay (Unsignalized) Intersections Level of Service Criteria Automobile Mode For Lane Groups		
Average Control Delay (Seconds Per Vehicle)	Volume-to-capacity Ratio less than or equal to one **Level of Service**	Volume-to-capacity Ratio greater than one **Level of Service**
less than or equal to 10	A	F
greater than 10 and less than or equal to 15	B	F
greater than 15 and less than or equal to 25	C	F
greater than 25 and less than or equal to 35	D	F
greater than 35 and less than or equal to 50	E	F
greater than 50	F	F

Modified from Transportation Research Board of the National Academies, HCM 2010 Highway Capacity Manual, Washington D. C., Volume 3 page 19-2, Exhibit 19-1, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity.
Level of service is not calculated for major street approaches or for the intersection as a whole.
Major Street through vehicles are assumed to experience no delay.

APPENDIX E

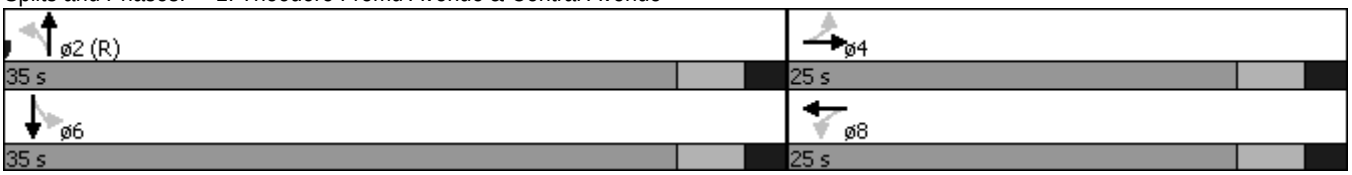
Level of Service Calculations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	31	45	40	25	10	11	265	43	6	282	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	13	12	10	13	12	12	13	12
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.983			0.979			0.994	
Flt Protected		0.989			0.974		0.950				0.999	
Satd. Flow (prot)	0	1920	0	0	1790	0	1574	1775	0	0	1834	0
Flt Permitted		0.935			0.825		0.547				0.993	
Satd. Flow (perm)	0	1815	0	0	1516	0	907	1775	0	0	1823	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					11							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			475			575			282	
Travel Time (s)		14.0			10.8			13.1			6.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	3	3	3
Adj. Flow (vph)	25	36	52	46	29	11	13	305	49	7	324	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	86	0	13	354	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	0.96	1.00	1.09	0.97	1.00	1.00	0.97	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0		30.0	30.0			30.0	
Actuated g/C Ratio		0.33			0.33		0.50	0.50			0.50	
v/c Ratio		0.19			0.17		0.03	0.40			0.38	
Control Delay		15.3			13.7		7.9	11.1			10.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		15.3			13.7		7.9	11.1			10.8	
LOS		B			B		A	B			B	
Approach Delay		15.3			13.7			11.0			10.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		28			19		2	74			71	
Queue Length 95th (ft)		58			44		9	122			117	
Internal Link Dist (ft)		535			395			495			202	
Turn Bay Length (ft)							75					
Base Capacity (vph)		605			512		453	887			911	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.19			0.17		0.03	0.40			0.38	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 37.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Theodore Fremd Avenue & Central Avenue

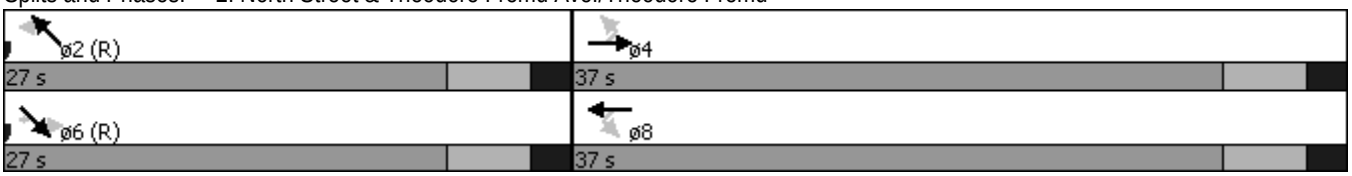


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	108	196	53	9	184	43	52	82	105	5	89	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	10	14	14	16	16	16	14	14	14
Grade (%)		2%			2%			-5%			2%	
Storage Length (ft)	315		0	75		0	0		20	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99			0.99	0.97		1.00	
Frt		0.968			0.972				0.850		0.996	
Flt Protected	0.950			0.950				0.981			0.998	
Satd. Flow (prot)	1624	1733	0	1544	1774	0	0	2102	1821	0	1973	0
Flt Permitted	0.605			0.591				0.850			0.987	
Satd. Flow (perm)	1027	1733	0	954	1774	0	0	1812	1758	0	1950	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		29							115			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1014			183			394			710	
Travel Time (s)		23.0			4.2			9.0			16.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	8%	8%	8%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Adj. Flow (vph)	119	215	58	10	202	47	57	90	115	5	98	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	273	0	10	249	0	0	147	115	0	106	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			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	0.95	0.93	1.11	0.95	0.93	0.82	0.82	0.82	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6		6	2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0	22.0	42.0	42.0	
Total Split (s)	37.0	37.0		37.0	37.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%	42.2%	42.2%	42.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		21.0	21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	31.0	31.0		31.0	31.0			21.0	21.0		21.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.33	0.33		0.33	
v/c Ratio	0.24	0.32		0.02	0.29			0.25	0.18		0.17	
Control Delay	11.3	10.2		8.9	11.1			17.1	4.4		16.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	11.3	10.2		8.9	11.1			17.1	4.4		16.2	
LOS	B	B		A	B			B	A		B	
Approach Delay		10.5			11.0			11.6			16.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	53		2	54			41	0		29	
Queue Length 95th (ft)	55	98		9	97			81	29		60	
Internal Link Dist (ft)		934			103			314			630	
Turn Bay Length (ft)	315			75					20			
Base Capacity (vph)	497	854		462	859			594	654		639	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.24	0.32		0.02	0.29			0.25	0.18		0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 64	
Actuated Cycle Length: 64	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: North Street & Theodore Fremd Ave./Theodore Fremd

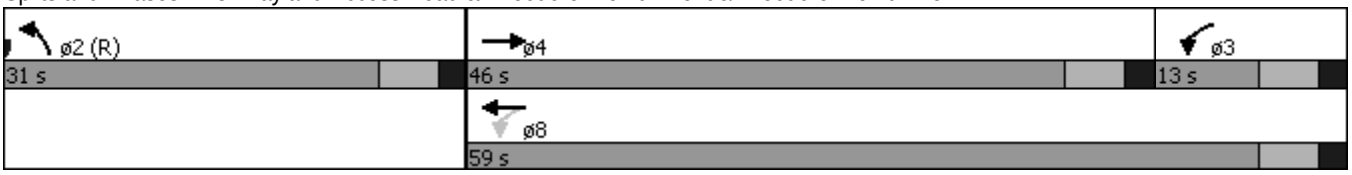


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	181	174	149	181	145	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	-3%			3%	1%	
Storage Length (ft)		0	125		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		1.00		0.97	
Frt	0.934				0.940	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	1593	0	1536	1733	1560	0
Flt Permitted			0.441		0.973	
Satd. Flow (perm)	1593	0	710	1733	1544	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	69					
Link Speed (mph)	30			30	30	
Link Distance (ft)	595			1014	927	
Travel Time (s)	13.5			23.0	21.1	
Confl. Peds. (#/hr)		10	10		10	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	8%	8%	9%	9%
Bus Blockages (#/hr)	3	3	0	0	0	0
Adj. Flow (vph)	199	191	164	199	159	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	390	0	164	199	288	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.98	1.11	1.02	1.01	1.01
Turning Speed (mph)		9	15		15	9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Minimum Split (s)	22.0		10.0	22.0	22.0	
Total Split (s)	46.0		13.0	59.0	31.0	
Total Split (%)	51.1%		14.4%	65.6%	34.4%	
Maximum Green (s)	40.0		7.0	53.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)	40.0		53.0	53.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.44		0.59	0.59	0.28	
v/c Ratio	0.52		0.34	0.20	0.67	
Control Delay	17.7		12.6	9.2	37.5	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	17.7		12.6	9.2	37.5	
LOS	B		B	A	D	
Approach Delay	17.7			10.7	37.5	
Approach LOS	B			B	D	
Queue Length 50th (ft)	126		40	48	145	
Queue Length 95th (ft)	211		70	82	235	
Internal Link Dist (ft)	515			934	847	
Turn Bay Length (ft)			125			
Base Capacity (vph)	746		482	1020	433	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.52		0.34	0.20	0.67	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Playland Access Road & Theodore Fremd Avenue/Theodore Fremd Ave.



Intersection	
Intersection Delay, s/veh	17.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	25	2	26	165	53	503	23	57	25	43	233	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	3	-	-	1	-	-	2	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	6	6	6	4	4	4	4	4	4
Mvmt Flow	28	2	29	185	60	565	26	64	28	48	262	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	556	540	299	541	563	78	336	0	0	92	0	0
Stage 1	396	396	-	130	130	-	-	-	-	-	-	-
Stage 2	160	144	-	411	433	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.554	4.054	3.354	2.236	-	-	2.236	-	-
Pot Capacity-1 Maneuver	569	574	796	407	391	965	1212	-	-	1490	-	-
Stage 1	755	724	-	846	764	-	-	-	-	-	-	-
Stage 2	909	833	-	570	535	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	197	538	796	372	367	965	1212	-	-	1490	-	-
Mov Capacity-2 Maneuver	197	538	-	372	367	-	-	-	-	-	-	-
Stage 1	738	695	-	827	746	-	-	-	-	-	-	-
Stage 2	339	814	-	525	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.2	27.3	1.8	0.9
HCM LOS	C	D		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1212	-	-	197	462	506	965	1490	-	-
HCM Lane V/C Ratio	0.021	-	-	0.095	0.088	0.856	0.39	0.032	-	-
HCM Control Delay (s)	8.035	0	-	25.2	13.5	41.3	11.1	7.497	0	-
HCM Lane LOS	A	A		D	B	E	B	A	A	
HCM 95th %tile Q(veh)	0.065	-	-	0.311	0.289	8.991	1.874	0.1	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	24.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	513	43	157	106	45	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-3	-	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	8	8	2	2
Mvmt Flow	570	48	174	118	50	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	292	0	-	0	1421	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	1188	-
Follow-up Headway	2.245	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1253	-	-	-	119	791
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	237	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1253	-	-	-	63	791
Mov Capacity-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	126	-

Approach	EB	WB	SB
HCM Control Delay, s	9.5	0	108
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	204
HCM Lane V/C Ratio	0.455	-	-	-	0.986
HCM Control Delay (s)	10.248	0	-	-	108
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	2.434	-	-	-	8.506

Notes

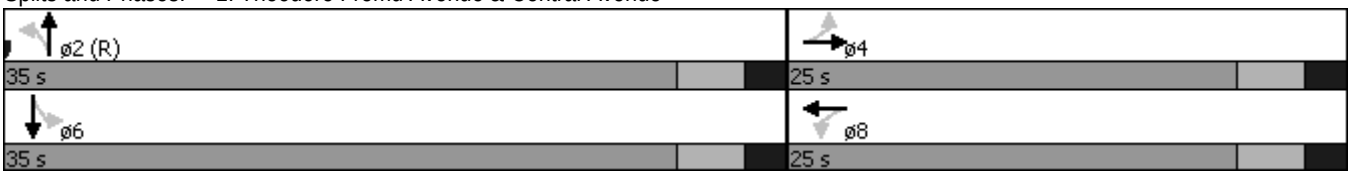
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	16	22	19	16	9	11	286	24	10	402	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	13	12	10	13	12	12	13	12
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.971			0.988			0.993	
Flt Protected		0.978			0.979		0.950				0.999	
Satd. Flow (prot)	0	1937	0	0	1866	0	1668	1898	0	0	1905	0
Flt Permitted		0.883			0.897		0.462				0.991	
Satd. Flow (perm)	0	1749	0	0	1710	0	811	1898	0	0	1890	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					10							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			475			575			282	
Travel Time (s)		14.0			10.8			13.1			6.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	3	3	3
Adj. Flow (vph)	33	17	23	20	17	10	12	304	26	11	428	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	47	0	12	330	0	0	463	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	0.96	1.00	1.09	0.97	1.00	1.00	0.97	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0		30.0	30.0			30.0	
Actuated g/C Ratio		0.33			0.33		0.50	0.50			0.50	
v/c Ratio		0.13			0.08		0.03	0.35			0.49	
Control Delay		14.7			12.0		8.0	10.4			12.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		14.7			12.0		8.0	10.4			12.2	
LOS		B			B		A	B			B	
Approach Delay		14.7			12.0			10.3			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		18			9		2	67			102	
Queue Length 95th (ft)		43			28		9	115			171	
Internal Link Dist (ft)		535			395			495			202	
Turn Bay Length (ft)							75					
Base Capacity (vph)		583			576		405	949			945	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.13			0.08		0.03	0.35			0.49	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 44.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Theodore Fremd Avenue & Central Avenue

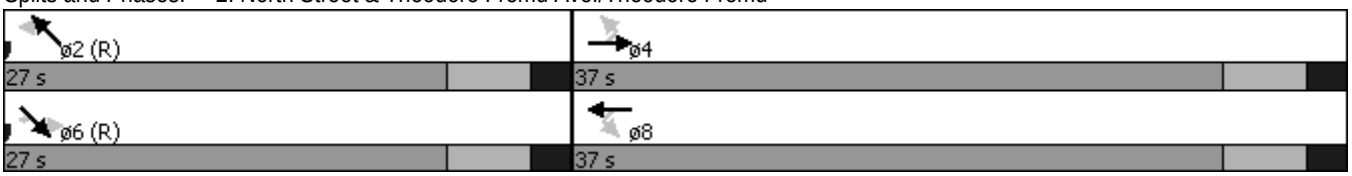


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	136	188	36	11	243	49	12	77	6	36	104	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	10	14	14	16	16	16	14	14	14
Grade (%)		2%			2%			-5%			2%	
Storage Length (ft)	315		0	75		0	0		20	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00	0.97		0.99	
Frt		0.976			0.975				0.850		0.961	
Flt Protected	0.950			0.950				0.993			0.991	
Satd. Flow (prot)	1752	1861	0	1530	1894	0	0	2140	1876	0	1839	0
Flt Permitted	0.564			0.615				0.952			0.934	
Satd. Flow (perm)	1033	1861	0	983	1894	0	0	2049	1811	0	1729	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		21							51			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1014			183			394			710	
Travel Time (s)		23.0			4.2			9.0			16.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
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 (%)	2%	3%	6%	9%	1%	4%	5%	2%	0%	7%	3%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Adj. Flow (vph)	140	194	37	11	251	51	12	79	6	37	107	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	231	0	11	302	0	0	91	6	0	202	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			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	0.95	0.93	1.11	0.95	0.93	0.82	0.82	0.82	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6		6	2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0	22.0	42.0	42.0	
Total Split (s)	37.0	37.0		37.0	37.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%	42.2%	42.2%	42.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		21.0	21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	31.0	31.0		31.0	31.0			21.0	21.0		21.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.33	0.33		0.33	
v/c Ratio	0.28	0.25		0.02	0.33			0.14	0.01		0.36	
Control Delay	11.8	9.7		8.9	11.4			15.9	0.0		18.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	11.8	9.7		8.9	11.4			15.9	0.0		18.6	
LOS	B	A		A	B			B	A		B	
Approach Delay		10.5			11.3			14.9			18.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	30	44		2	67			24	0		59	
Queue Length 95th (ft)	64	83		9	116			53	0		108	
Internal Link Dist (ft)		934			103			314			630	
Turn Bay Length (ft)	315			75					20			
Base Capacity (vph)	500	912		476	917			672	628		567	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.28	0.25		0.02	0.33			0.14	0.01		0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 64	
Actuated Cycle Length: 64	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: North Street & Theodore Fremd Ave./Theodore Fremd

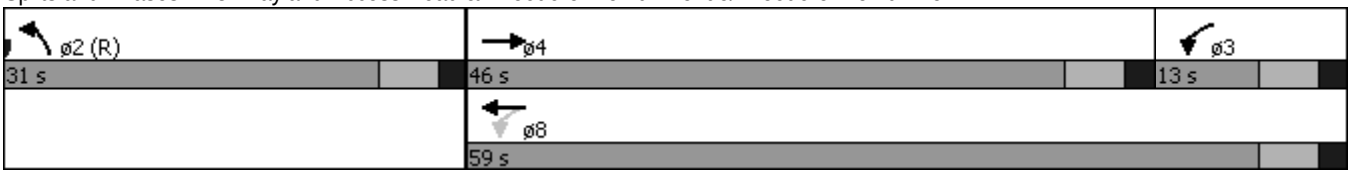


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	209	113	78	214	140	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	-3%			3%	1%	
Storage Length (ft)		0	125		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00		0.97	
Frt	0.953				0.937	
Flt Protected			0.950		0.974	
Satd. Flow (prot)	1739	0	1659	1835	1654	0
Flt Permitted			0.481		0.974	
Satd. Flow (perm)	1739	0	836	1835	1638	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	39					
Link Speed (mph)	30			30	30	
Link Distance (ft)	595			1014	927	
Travel Time (s)	13.5			23.0	21.1	
Confl. Peds. (#/hr)		10	10		10	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	0%	2%	2%	3%
Bus Blockages (#/hr)	3	3	0	0	0	0
Adj. Flow (vph)	225	122	84	230	151	131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	347	0	84	230	282	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.98	1.11	1.02	1.01	1.01
Turning Speed (mph)		9	15		15	9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Minimum Split (s)	22.0		10.0	22.0	22.0	
Total Split (s)	46.0		13.0	59.0	31.0	
Total Split (%)	51.1%		14.4%	65.6%	34.4%	
Maximum Green (s)	40.0		7.0	53.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)	40.0		53.0	53.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.44		0.59	0.59	0.28	
v/c Ratio	0.44		0.15	0.21	0.61	
Control Delay	17.3		9.4	9.3	35.1	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	17.3		9.4	9.3	35.1	
LOS	B		A	A	D	
Approach Delay	17.3			9.4	35.1	
Approach LOS	B			A	D	
Queue Length 50th (ft)	116		19	57	139	
Queue Length 95th (ft)	188		38	93	224	
Internal Link Dist (ft)	515			934	847	
Turn Bay Length (ft)			125			
Base Capacity (vph)	794		556	1080	459	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.44		0.15	0.21	0.61	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Playland Access Road & Theodore Fremd Avenue/Theodore Fremd Ave.



Intersection	
Intersection Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	2	40	124	10	232	6	44	38	48	261	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	3	-	-	1	-	-	2	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	33	2	44	136	11	255	7	48	42	53	287	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	489	504	295	506	491	69	303	0	0	90	0	0
Stage 1	401	401	-	82	82	-	-	-	-	-	-	-
Stage 2	88	103	-	424	409	-	-	-	-	-	-	-
Follow-up Headway	3.5	4.009	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Capacity-1 Maneuver	612	590	800	441	443	994	1269	-	-	1512	-	-
Stage 1	752	720	-	919	819	-	-	-	-	-	-	-
Stage 2	961	850	-	570	560	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	430	562	800	400	422	994	1269	-	-	1512	-	-
Mov Capacity-2 Maneuver	430	562	-	400	422	-	-	-	-	-	-	-
Stage 1	747	690	-	913	814	-	-	-	-	-	-	-
Stage 2	701	845	-	514	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	14.1	0.5	1.1
HCM LOS	B	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	430	677	514	994	1512	-	-
HCM Lane V/C Ratio	0.005	-	-	0.051	0.084	0.452	0.171	0.035	-	-
HCM Control Delay (s)	7.852	0	-	13.8	10.8	17.6	9.4	7.467	0	-
HCM Lane LOS	A	A		B	B	C	A	A	A	
HCM 95th %tile Q(veh)	0.016	-	-	0.161	0.276	2.32	0.615	0.108	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	13.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	419	103	148	131	45	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-3	-	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	466	114	164	146	50	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	1283	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	1046	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1250	-	-	-	147	786
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	284	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1250	-	-	-	88	786
Mov Capacity-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	SB
HCM Control Delay, s	7.7	0	51.9
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1250	-	-	-	264
HCM Lane V/C Ratio	0.372	-	-	-	0.762
HCM Control Delay (s)	9.579	0	-	-	51.9
HCM Lane LOS	A	A			F
HCM 95th %tile Q(veh)	1.749	-	-	-	5.602

Notes

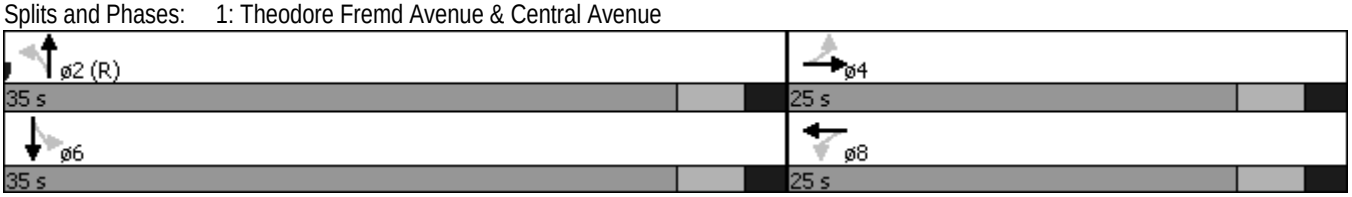
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	32	47	43	26	10	11	278	48	6	303	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	13	12	10	13	12	12	13	12
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.983			0.978			0.994	
Flt Protected		0.989			0.973		0.950				0.999	
Satd. Flow (prot)	0	1920	0	0	1788	0	1574	1773	0	0	1834	0
Flt Permitted		0.934			0.818		0.527				0.993	
Satd. Flow (perm)	0	1813	0	0	1504	0	873	1773	0	0	1823	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					11							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			475			575			282	
Travel Time (s)		14.0			10.8			13.1			6.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	3	3	3
Adj. Flow (vph)	26	37	54	49	30	11	13	320	55	7	348	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	90	0	13	375	0	0	371	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	0.96	1.00	1.09	0.97	1.00	1.00	0.97	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0		30.0	30.0			30.0	
Actuated g/C Ratio		0.33			0.33		0.50	0.50			0.50	
v/c Ratio		0.19			0.18		0.03	0.42			0.41	
Control Delay		15.4			13.9		7.9	11.4			11.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		15.4			13.9		7.9	11.4			11.1	
LOS		B			B		A	B			B	
Approach Delay		15.4			13.9			11.3			11.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		30			20		2	79			78	
Queue Length 95th (ft)		60			46		9	130			126	
Internal Link Dist (ft)		535			395			495			202	
Turn Bay Length (ft)							75					
Base Capacity (vph)		604			508		436	886			911	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.19			0.18		0.03	0.42			0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 39.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Theodore Fremd Avenue & Central Avenue

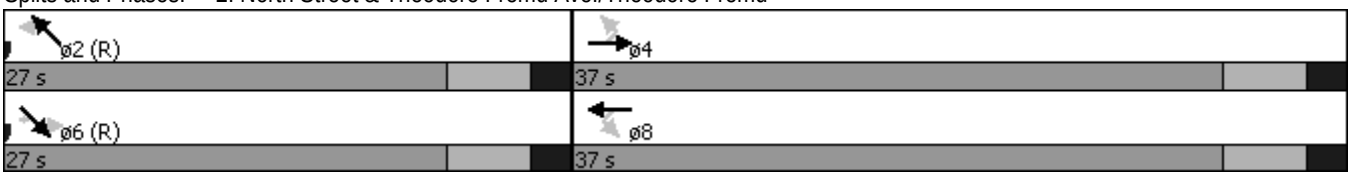


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	114	209	55	9	202	45	54	85	113	5	94	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	10	14	14	16	16	16	14	14	14
Grade (%)		2%			2%			-5%			2%	
Storage Length (ft)	315		0	75		0	0		20	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99			0.99	0.97		1.00	
Frt		0.969			0.973				0.850		0.996	
Flt Protected	0.950			0.950				0.981			0.998	
Satd. Flow (prot)	1624	1735	0	1544	1776	0	0	2102	1821	0	1973	0
Flt Permitted	0.593			0.576				0.847			0.988	
Satd. Flow (perm)	1007	1735	0	930	1776	0	0	1806	1758	0	1952	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		28							123			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1014			183			394			710	
Travel Time (s)		23.0			4.2			9.0			16.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	8%	8%	8%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Adj. Flow (vph)	125	230	60	10	222	49	59	93	124	5	103	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	290	0	10	271	0	0	152	124	0	111	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			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	0.95	0.93	1.11	0.95	0.93	0.82	0.82	0.82	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6		6	2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0	22.0	42.0	42.0	
Total Split (s)	37.0	37.0		37.0	37.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%	42.2%	42.2%	42.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		21.0	21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	31.0	31.0		31.0	31.0			21.0	21.0		21.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.33	0.33		0.33	
v/c Ratio	0.26	0.34		0.02	0.32			0.26	0.19		0.17	
Control Delay	11.5	10.5		8.9	11.3			17.3	4.4		16.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	11.5	10.5		8.9	11.3			17.3	4.4		16.3	
LOS	B	B		A	B			B	A		B	
Approach Delay		10.8			11.2			11.5			16.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	27	58		2	60			43	0		30	
Queue Length 95th (ft)	58	105		9	105			83	31		63	
Internal Link Dist (ft)		934			103			314			630	
Turn Bay Length (ft)	315			75					20			
Base Capacity (vph)	487	854		450	860			592	659		640	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.26	0.34		0.02	0.32			0.26	0.19		0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 64	
Actuated Cycle Length: 64	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: North Street & Theodore Fremd Ave./Theodore Fremd



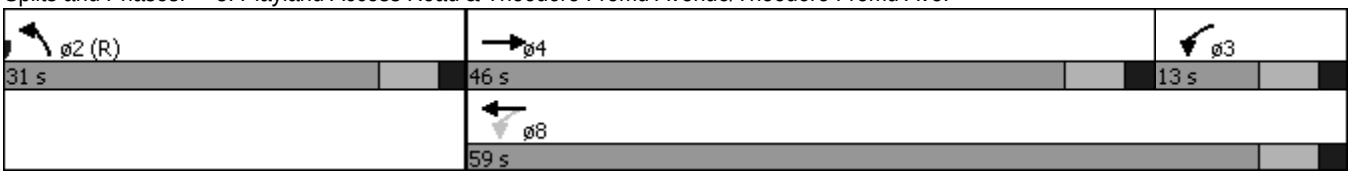
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	193	192	158	200	188	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	-3%			3%	1%	
Storage Length (ft)		0	125		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		1.00		0.97	
Frt	0.933				0.946	
Flt Protected			0.950		0.971	
Satd. Flow (prot)	1591	0	1536	1733	1569	0
Flt Permitted			0.411		0.971	
Satd. Flow (perm)	1591	0	662	1733	1552	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	72					
Link Speed (mph)	30			30	30	
Link Distance (ft)	595			1014	927	
Travel Time (s)	13.5			23.0	21.1	
Confl. Peds. (#/hr)		10	10		10	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	8%	8%	9%	9%
Bus Blockages (#/hr)	3	3	0	0	0	0
Adj. Flow (vph)	212	211	174	220	207	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	423	0	174	220	343	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.98	1.11	1.02	1.01	1.01
Turning Speed (mph)		9	15		15	9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Minimum Split (s)	22.0		10.0	22.0	22.0	
Total Split (s)	46.0		13.0	59.0	31.0	
Total Split (%)	51.1%		14.4%	65.6%	34.4%	
Maximum Green (s)	40.0		7.0	53.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)	40.0		53.0	53.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.44		0.59	0.59	0.28	
v/c Ratio	0.57		0.38	0.22	0.79	
Control Delay	18.7		13.6	9.4	44.9	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	18.7		13.6	9.4	44.9	
LOS	B		B	A	D	
Approach Delay	18.7			11.3	44.9	
Approach LOS	B			B	D	
Queue Length 50th (ft)	142		42	54	180	
Queue Length 95th (ft)	235		74	90	#316	
Internal Link Dist (ft)	515			934	847	
Turn Bay Length (ft)			125			
Base Capacity (vph)	747		457	1020	435	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.57		0.38	0.22	0.79	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 3: Playland Access Road & Theodore Fremd Avenue/Theodore Fremd Ave.



Intersection	
Intersection Delay, s/veh	36

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	26	2	27	205	55	553	24	68	27	47	257	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	3	-	-	1	-	-	2	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	6	6	6	4	4	4	4	4	4
Mvmt Flow	29	2	30	230	62	621	27	76	30	53	289	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	609	594	328	595	618	92	366	0	0	107	0	0
Stage 1	433	433	-	146	146	-	-	-	-	-	-	-
Stage 2	176	161	-	449	472	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.554	4.054	3.354	2.236	-	-	2.236	-	-
Pot Capacity-1 Maneuver	538	548	772	371	361	947	1182	-	-	1471	-	-
Stage 1	733	709	-	827	750	-	-	-	-	-	-	-
Stage 2	898	826	-	540	510	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	151	510	772	337	336	947	1182	-	-	1471	-	-
Mov Capacity-2 Maneuver	151	510	-	337	336	-	-	-	-	-	-	-
Stage 1	715	676	-	807	732	-	-	-	-	-	-	-
Stage 2	276	806	-	493	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	58.2	1.6	0.9
HCM LOS	C	F		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	151	391	460	947	1471	-	-
HCM Lane V/C Ratio	0.023	-	-	0.129	0.108	1.085	0.437	0.036	-	-
HCM Control Delay (s)	8.117	0	-	32.3	15.3	96.8	11.7	7.538	0	-
HCM Lane LOS	A	A		D	C	F	B	A	A	
HCM 95th %tile Q(veh)	0.07	-	-	0.433	0.361	16.354	2.256	0.112	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	53.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	564	46	166	110	49	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-3	-	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	8	8	2	2
Mvmt Flow	627	51	184	122	54	161

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	307	0	-	0	1550	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	1304	-
Follow-up Headway	2.245	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1237	-	-	-	97	777
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	205	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1237	-	-	-	# 46	777
Mov Capacity-2 Maneuver	-	-	-	-	# 46	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	98	-

Approach	EB	WB	SB
HCM Control Delay, s	10	0	265.3
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	155
HCM Lane V/C Ratio	0.507	-	-	-	1.391
HCM Control Delay (s)	10.859	0	-	-	265.3
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	2.965	-	-	-	13.54

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	31	2	42	162	10	247	6	60	40	56	310	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	3	-	-	1	-	-	2	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	34	2	46	178	11	271	7	66	44	62	341	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	580	596	349	598	582	88	358	0	0	110	0	0
Stage 1	473	473	-	101	101	-	-	-	-	-	-	-
Stage 2	107	123	-	497	481	-	-	-	-	-	-	-
Follow-up Headway	3.5	4.009	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Capacity-1 Maneuver	555	545	755	377	388	969	1212	-	-	1486	-	-
Stage 1	710	691	-	895	802	-	-	-	-	-	-	-
Stage 2	947	841	-	514	514	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	373	514	755	337	366	969	1212	-	-	1486	-	-
Mov Capacity-2 Maneuver	373	514	-	337	366	-	-	-	-	-	-	-
Stage 1	706	655	-	890	797	-	-	-	-	-	-	-
Stage 2	668	836	-	456	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	20.6	0.5	1.1
HCM LOS	B	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1212	-	-	373	623	429	969	1486	-	-
HCM Lane V/C Ratio	0.005	-	-	0.061	0.096	0.651	0.187	0.041	-	-
HCM Control Delay (s)	7.987	0	-	15.3	11.4	27.8	9.6	7.527	0	-
HCM Lane LOS	A	A		C	B	D	A	A	A	
HCM 95th %tile Q(veh)	0.016	-	-	0.194	0.317	4.516	0.684	0.13	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	12.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	498	110	157	136	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-3	-	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	553	122	174	151	37	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	326	0	-	0	1479	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	1229	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1234	-	-	-	108	772
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	225	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1234	-	-	-	56	772
Mov Capacity-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	117	-

Approach	EB	WB	SB
HCM Control Delay, s	8.4	0	84.3
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1234	-	-	-	134
HCM Lane V/C Ratio	0.448	-	-	-	0.738
HCM Control Delay (s)	10.267	0	-	-	84.3
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	2.373	-	-	-	4.278

Notes

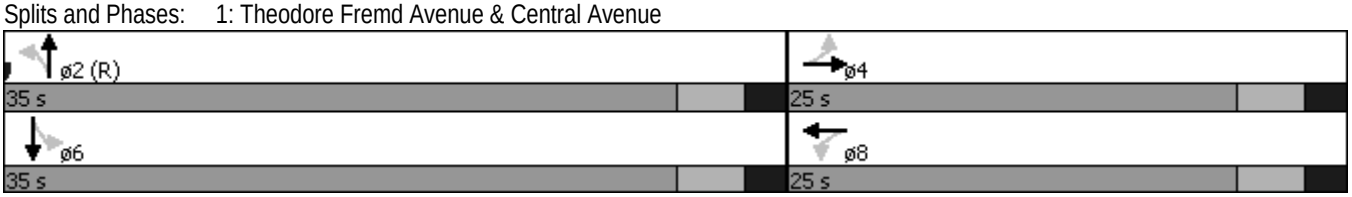
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	16	22	19	16	9	11	298	27	10	413	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	13	12	10	13	12	12	13	12
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.971			0.987			0.993	
Flt Protected		0.978			0.979		0.950				0.999	
Satd. Flow (prot)	0	1939	0	0	1866	0	1668	1896	0	0	1905	0
Flt Permitted		0.881			0.897		0.455				0.991	
Satd. Flow (perm)	0	1746	0	0	1710	0	799	1896	0	0	1890	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					10							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			475			575			282	
Travel Time (s)		14.0			10.8			13.1			6.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	3	3	3
Adj. Flow (vph)	34	17	23	20	17	10	12	317	29	11	439	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	47	0	12	346	0	0	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	0.96	1.00	1.09	0.97	1.00	1.00	0.97	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0		30.0	30.0			30.0	
Actuated g/C Ratio		0.33			0.33		0.50	0.50			0.50	
v/c Ratio		0.13			0.08		0.03	0.36			0.50	
Control Delay		14.7			12.0		8.0	10.6			12.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		14.7			12.0		8.0	10.6			12.3	
LOS		B			B		A	B			B	
Approach Delay		14.7			12.0			10.5			12.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		18			9		2	71			106	
Queue Length 95th (ft)		43			28		9	121			176	
Internal Link Dist (ft)		535			395			495			202	
Turn Bay Length (ft)							75					
Base Capacity (vph)		582			576		399	948			945	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.13			0.08		0.03	0.36			0.50	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 44.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Theodore Fremd Avenue & Central Avenue

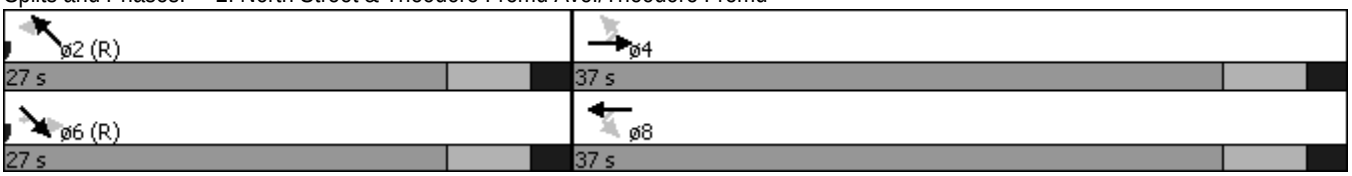


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	146	205	37	11	256	51	12	83	6	37	108	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	10	14	14	16	16	16	14	14	14
Grade (%)		2%			2%			-5%			2%	
Storage Length (ft)	315		0	75		0	0		20	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00	0.97		0.99	
Frt		0.977			0.975				0.850		0.959	
Flt Protected	0.950			0.950				0.994			0.991	
Satd. Flow (prot)	1752	1863	0	1530	1895	0	0	2143	1876	0	1835	0
Flt Permitted	0.549			0.605				0.954			0.934	
Satd. Flow (perm)	1005	1863	0	967	1895	0	0	2054	1811	0	1726	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		20							51			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1014			183			394			710	
Travel Time (s)		23.0			4.2			9.0			16.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
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 (%)	2%	3%	6%	9%	1%	4%	5%	2%	0%	7%	3%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Adj. Flow (vph)	151	211	38	11	264	53	12	86	6	38	111	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	249	0	11	317	0	0	98	6	0	214	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			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	0.95	0.93	1.11	0.95	0.93	0.82	0.82	0.82	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6		6	2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0	22.0	42.0	42.0	
Total Split (s)	37.0	37.0		37.0	37.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%	42.2%	42.2%	42.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		21.0	21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	31.0	31.0		31.0	31.0			21.0	21.0		21.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.33	0.33		0.33	
v/c Ratio	0.31	0.27		0.02	0.35			0.15	0.01		0.38	
Control Delay	12.3	10.0		8.9	11.6			16.0	0.0		18.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	12.3	10.0		8.9	11.6			16.0	0.0		18.9	
LOS	B	A		A	B			B	A		B	
Approach Delay		10.8			11.5			15.0			18.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	33	49		2	71			26	0		63	
Queue Length 95th (ft)	70	90		9	122			56	0		115	
Internal Link Dist (ft)		934			103			314			630	
Turn Bay Length (ft)	315			75					20			
Base Capacity (vph)	486	912		468	917			673	628		566	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.31	0.27		0.02	0.35			0.15	0.01		0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 64	
Actuated Cycle Length: 64	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: North Street & Theodore Fremd Ave./Theodore Fremd

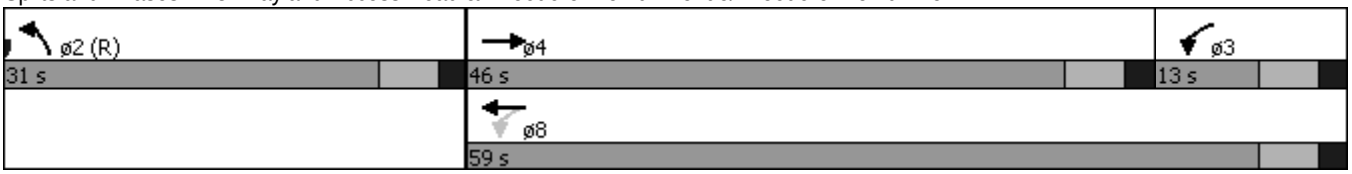


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	228	156	87	225	163	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	-3%			3%	1%	
Storage Length (ft)		0	125		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00		0.97	
Frt	0.945				0.940	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	1723	0	1659	1835	1660	0
Flt Permitted			0.420		0.973	
Satd. Flow (perm)	1723	0	730	1835	1643	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	49					
Link Speed (mph)	30			30	30	
Link Distance (ft)	595			1014	927	
Travel Time (s)	13.5			23.0	21.1	
Confl. Peds. (#/hr)		10	10		10	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	0%	2%	2%	3%
Bus Blockages (#/hr)	3	3	0	0	0	0
Adj. Flow (vph)	245	168	94	242	175	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	94	242	315	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.98	1.11	1.02	1.01	1.01
Turning Speed (mph)		9	15		15	9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Minimum Split (s)	22.0		10.0	22.0	22.0	
Total Split (s)	46.0		13.0	59.0	31.0	
Total Split (%)	51.1%		14.4%	65.6%	34.4%	
Maximum Green (s)	40.0		7.0	53.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)	40.0		53.0	53.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.44		0.59	0.59	0.28	
v/c Ratio	0.52		0.19	0.22	0.68	
Control Delay	18.6		10.0	9.4	37.8	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	18.6		10.0	9.4	37.8	
LOS	B		B	A	D	
Approach Delay	18.6			9.6	37.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	143		21	60	159	
Queue Length 95th (ft)	229		42	98	253	
Internal Link Dist (ft)	515			934	847	
Turn Bay Length (ft)			125			
Base Capacity (vph)	793		502	1080	461	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.52		0.19	0.22	0.68	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Playland Access Road & Theodore Fremd Avenue/Theodore Fremd Ave.

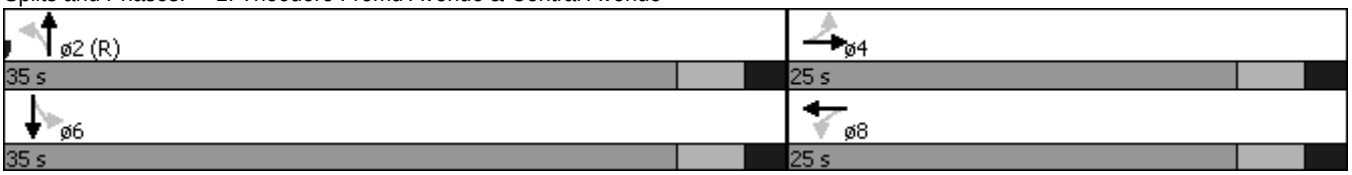


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	32	47	43	26	10	11	280	48	6	304	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	13	12	10	13	12	12	13	12
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.983			0.978			0.994	
Flt Protected		0.989			0.973		0.950				0.999	
Satd. Flow (prot)	0	1920	0	0	1788	0	1574	1773	0	0	1834	0
Flt Permitted		0.934			0.818		0.526				0.993	
Satd. Flow (perm)	0	1813	0	0	1504	0	872	1773	0	0	1823	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					11							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			475			575			282	
Travel Time (s)		14.0			10.8			13.1			6.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	3	3	3
Adj. Flow (vph)	26	37	54	49	30	11	13	322	55	7	349	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	90	0	13	377	0	0	372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	0.96	1.00	1.09	0.97	1.00	1.00	0.97	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0		30.0	30.0			30.0	
Actuated g/C Ratio		0.33			0.33		0.50	0.50			0.50	
v/c Ratio		0.19			0.18		0.03	0.43			0.41	
Control Delay		15.4			13.9		7.9	11.4			11.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		15.4			13.9		7.9	11.4			11.1	
LOS		B			B		A	B			B	
Approach Delay		15.4			13.9			11.3			11.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		30			20		2	80			78	
Queue Length 95th (ft)		60			46		9	131			127	
Internal Link Dist (ft)		535			395			495			202	
Turn Bay Length (ft)							75					
Base Capacity (vph)		604			508		436	886			911	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.19			0.18		0.03	0.43			0.41	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 39.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Theodore Fremd Avenue & Central Avenue

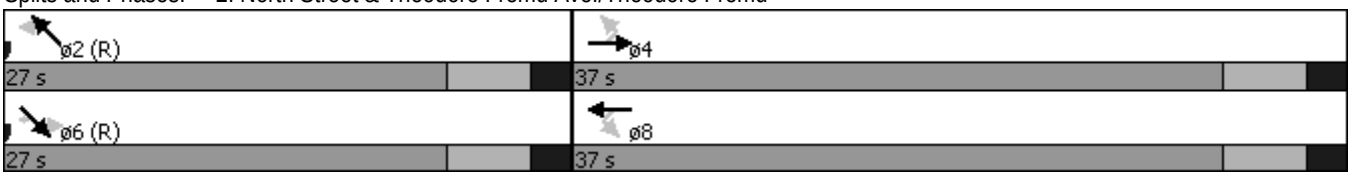


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	114	213	55	14	204	46	55	85	113	5	94	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	10	14	14	16	16	16	14	14	14
Grade (%)		2%			2%			-5%			2%	
Storage Length (ft)	315		0	75		0	0		20	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99			0.99	0.97		1.00	
Frt		0.969			0.972				0.850		0.996	
Flt Protected	0.950			0.950				0.981			0.998	
Satd. Flow (prot)	1624	1736	0	1544	1774	0	0	2102	1821	0	1973	0
Flt Permitted	0.590			0.572				0.845			0.988	
Satd. Flow (perm)	1002	1736	0	923	1774	0	0	1801	1758	0	1952	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		28							122			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1014			183			394			710	
Travel Time (s)		23.0			4.2			9.0			16.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	8%	8%	8%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Adj. Flow (vph)	125	234	60	15	224	51	60	93	124	5	103	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	294	0	15	275	0	0	153	124	0	111	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			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	0.95	0.93	1.11	0.95	0.93	0.82	0.82	0.82	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6		6	2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0	22.0	42.0	42.0	
Total Split (s)	37.0	37.0		37.0	37.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%	42.2%	42.2%	42.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		21.0	21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	31.0	31.0		31.0	31.0			21.0	21.0		21.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.33	0.33		0.33	
v/c Ratio	0.26	0.34		0.03	0.32			0.26	0.19		0.17	
Control Delay	11.5	10.6		9.0	11.4			17.3	4.5		16.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	11.5	10.6		9.0	11.4			17.3	4.5		16.3	
LOS	B	B		A	B			B	A		B	
Approach Delay		10.9			11.3			11.6			16.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	27	59		3	61			43	1		30	
Queue Length 95th (ft)	58	107		11	107			83	31		63	
Internal Link Dist (ft)		934			103			314			630	
Turn Bay Length (ft)	315			75					20			
Base Capacity (vph)	485	855		447	859			590	658		640	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.26	0.34		0.03	0.32			0.26	0.19		0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 64	
Actuated Cycle Length: 64	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: North Street & Theodore Fremd Ave./Theodore Fremd



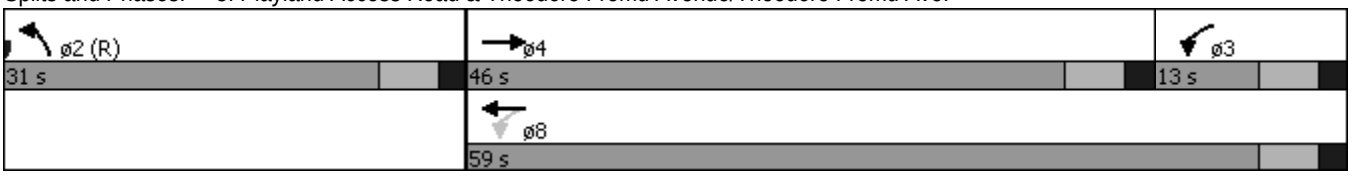
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	194	192	158	202	188	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	-3%			3%	1%	
Storage Length (ft)		0	125		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		1.00		0.97	
Frt	0.933				0.946	
Flt Protected			0.950		0.971	
Satd. Flow (prot)	1591	0	1536	1733	1569	0
Flt Permitted			0.410		0.971	
Satd. Flow (perm)	1591	0	660	1733	1552	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	71					
Link Speed (mph)	30			30	30	
Link Distance (ft)	595			1014	927	
Travel Time (s)	13.5			23.0	21.1	
Confl. Peds. (#/hr)		10	10		10	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	8%	8%	9%	9%
Bus Blockages (#/hr)	3	3	0	0	0	0
Adj. Flow (vph)	213	211	174	222	207	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	0	174	222	347	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.98	1.11	1.02	1.01	1.01
Turning Speed (mph)		9	15		15	9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Minimum Split (s)	22.0		10.0	22.0	22.0	
Total Split (s)	46.0		13.0	59.0	31.0	
Total Split (%)	51.1%		14.4%	65.6%	34.4%	
Maximum Green (s)	40.0		7.0	53.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)	40.0		53.0	53.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.44		0.59	0.59	0.28	
v/c Ratio	0.57		0.38	0.22	0.80	
Control Delay	18.8		13.7	9.4	45.7	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	18.8		13.7	9.4	45.7	
LOS	B		B	A	D	
Approach Delay	18.8			11.3	45.7	
Approach LOS	B			B	D	
Queue Length 50th (ft)	143		42	55	183	
Queue Length 95th (ft)	236		74	91	#322	
Internal Link Dist (ft)	515			934	847	
Turn Bay Length (ft)			125			
Base Capacity (vph)	746		456	1020	435	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.57		0.38	0.22	0.80	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 3: Playland Access Road & Theodore Fremd Avenue/Theodore Fremd Ave.



Intersection	
Intersection Delay, s/veh	36.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	26	2	27	205	55	555	24	69	27	47	257	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	3	-	-	1	-	-	2	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	6	6	6	4	4	4	4	4	4
Mvmt Flow	29	2	30	230	62	624	27	78	30	53	289	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	611	595	328	596	619	93	366	0	0	108	0	0
Stage 1	433	433	-	147	147	-	-	-	-	-	-	-
Stage 2	178	162	-	449	472	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.554	4.054	3.354	2.236	-	-	2.236	-	-
Pot Capacity-1 Maneuver	536	547	772	371	360	946	1182	-	-	1470	-	-
Stage 1	733	709	-	826	749	-	-	-	-	-	-	-
Stage 2	897	825	-	540	510	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	149	509	772	337	335	946	1182	-	-	1470	-	-
Mov Capacity-2 Maneuver	149	509	-	337	335	-	-	-	-	-	-	-
Stage 1	715	676	-	806	731	-	-	-	-	-	-	-
Stage 2	273	805	-	493	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	58.5	1.6	1
HCM LOS	C	F		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	149	388	460	946	1470	-	-
HCM Lane V/C Ratio	0.023	-	-	0.131	0.109	1.087	0.439	0.036	-	-
HCM Control Delay (s)	8.117	0	-	32.8	15.4	97.3	11.8	7.54	0	-
HCM Lane LOS	A	A		D	C	F	B	A	A	
HCM 95th %tile Q(veh)	0.07	-	-	0.439	0.364	16.419	2.274	0.112	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	53.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	564	46	167	114	49	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-3	-	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	8	8	2	2
Mvmt Flow	627	51	186	127	54	164

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	312	0	-	0	1553	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	1304	-
Follow-up Headway	2.245	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1232	-	-	-	96	773
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	205	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1232	-	-	-	# 46	773
Mov Capacity-2 Maneuver	-	-	-	-	# 46	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	98	-

Approach	EB	WB	SB
HCM Control Delay, s	10.1	0	265.8
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1232	-	-	-	157
HCM Lane V/C Ratio	0.509	-	-	-	1.394
HCM Control Delay (s)	10.907	0	-	-	265.8
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	2.988	-	-	-	13.719

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	266	257	1	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	10	8	2	2	2
Mvmt Flow	5	292	282	1	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	284	0	-	0	586	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	303	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1278	-	-	-	473	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	749	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1278	-	-	-	471	756
Mov Capacity-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1278	-	-	-	674
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.829	0	-	-	10.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.013	-	-	-	0.05

Notes

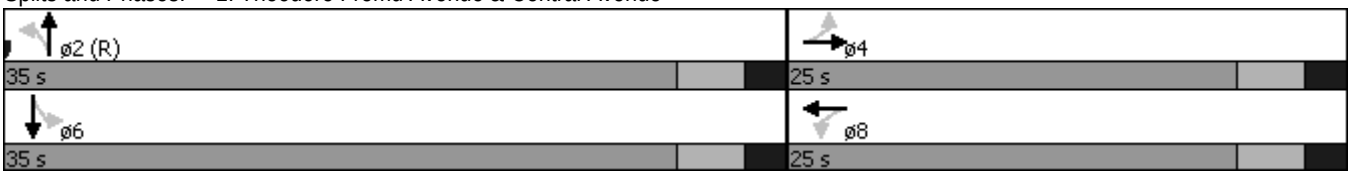
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	16	22	19	16	9	11	300	27	10	416	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	13	12	10	13	12	12	13	12
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.971			0.987			0.993	
Flt Protected		0.978			0.979		0.950				0.999	
Satd. Flow (prot)	0	1939	0	0	1866	0	1668	1896	0	0	1905	0
Flt Permitted		0.881			0.897		0.452				0.991	
Satd. Flow (perm)	0	1746	0	0	1710	0	794	1896	0	0	1890	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					10							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			475			575			282	
Travel Time (s)		14.0			10.8			13.1			6.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	3	3	3
Adj. Flow (vph)	34	17	23	20	17	10	12	319	29	11	443	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	47	0	12	348	0	0	478	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	0.96	1.00	1.09	0.97	1.00	1.00	0.97	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0		30.0	30.0			30.0	
Actuated g/C Ratio		0.33			0.33		0.50	0.50			0.50	
v/c Ratio		0.13			0.08		0.03	0.37			0.51	
Control Delay		14.7			12.0		8.0	10.6			12.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		14.7			12.0		8.0	10.6			12.4	
LOS		B			B		A	B			B	
Approach Delay		14.7			12.0			10.5			12.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		18			9		2	71			107	
Queue Length 95th (ft)		43			28		9	122			178	
Internal Link Dist (ft)		535			395			495			202	
Turn Bay Length (ft)							75					
Base Capacity (vph)		582			576		397	948			945	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.13			0.08		0.03	0.37			0.51	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 44.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Theodore Fremd Avenue & Central Avenue

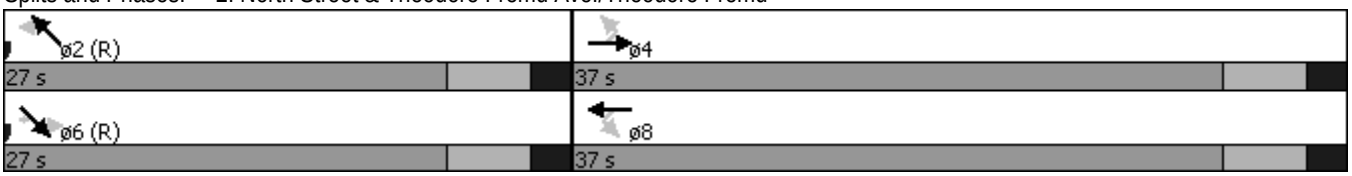


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	146	213	37	15	258	52	12	83	7	38	108	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	10	14	14	16	16	16	14	14	14
Grade (%)		2%			2%			-5%			2%	
Storage Length (ft)	315		0	75		0	0		20	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00	0.97		0.99	
Frt		0.978			0.975				0.850		0.959	
Flt Protected	0.950			0.950				0.994			0.991	
Satd. Flow (prot)	1752	1866	0	1530	1894	0	0	2143	1876	0	1835	0
Flt Permitted	0.546			0.600				0.954			0.932	
Satd. Flow (perm)	1000	1866	0	959	1894	0	0	2054	1811	0	1722	0
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		19							51			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1014			183			394			710	
Travel Time (s)		23.0			4.2			9.0			16.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
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 (%)	2%	3%	6%	9%	1%	4%	5%	2%	0%	7%	3%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Adj. Flow (vph)	151	220	38	15	266	54	12	86	7	39	111	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	258	0	15	320	0	0	98	7	0	215	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			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	0.95	0.93	1.11	0.95	0.93	0.82	0.82	0.82	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6		6	2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0	22.0	42.0	42.0	
Total Split (s)	37.0	37.0		37.0	37.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		42.2%	42.2%	42.2%	42.2%	42.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		21.0	21.0	21.0	21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	31.0	31.0		31.0	31.0			21.0	21.0		21.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.33	0.33		0.33	
v/c Ratio	0.31	0.28		0.03	0.35			0.15	0.01		0.38	
Control Delay	12.3	10.1		9.0	11.6			16.0	0.0		19.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	12.3	10.1		9.0	11.6			16.0	0.0		19.0	
LOS	B	B		A	B			B	A		B	
Approach Delay		10.9			11.5			14.9			19.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	33	52		3	72			26	0		63	
Queue Length 95th (ft)	70	93		11	123			56	0		116	
Internal Link Dist (ft)		934			103			314			630	
Turn Bay Length (ft)	315			75					20			
Base Capacity (vph)	484	913		464	917			673	628		565	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.31	0.28		0.03	0.35			0.15	0.01		0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 64	
Actuated Cycle Length: 64	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: North Street & Theodore Fremd Ave./Theodore Fremd

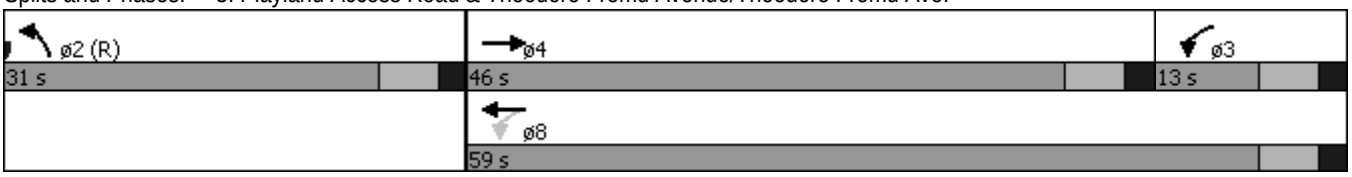


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	231	156	87	227	163	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	-3%			3%	1%	
Storage Length (ft)		0	125		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00		0.97	
Frt	0.945				0.939	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	1723	0	1659	1835	1657	0
Flt Permitted			0.417		0.973	
Satd. Flow (perm)	1723	0	725	1835	1641	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	49					
Link Speed (mph)	30			30	30	
Link Distance (ft)	595			1014	927	
Travel Time (s)	13.5			23.0	21.1	
Confl. Peds. (#/hr)		10	10		10	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	0%	2%	2%	3%
Bus Blockages (#/hr)	3	3	0	0	0	0
Adj. Flow (vph)	248	168	94	244	175	146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	416	0	94	244	321	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	0.98	1.11	1.02	1.01	1.01
Turning Speed (mph)		9	15		15	9
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Minimum Split (s)	22.0		10.0	22.0	22.0	
Total Split (s)	46.0		13.0	59.0	31.0	
Total Split (%)	51.1%		14.4%	65.6%	34.4%	
Maximum Green (s)	40.0		7.0	53.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Act Effct Green (s)	40.0		53.0	53.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.44		0.59	0.59	0.28	
v/c Ratio	0.52		0.19	0.23	0.70	
Control Delay	18.7		10.1	9.4	38.5	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	18.7		10.1	9.4	38.5	
LOS	B		B	A	D	
Approach Delay	18.7			9.6	38.5	
Approach LOS	B			A	D	
Queue Length 50th (ft)	145		21	61	163	
Queue Length 95th (ft)	232		42	99	258	
Internal Link Dist (ft)	515			934	847	
Turn Bay Length (ft)			125			
Base Capacity (vph)	793		499	1080	460	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.52		0.19	0.23	0.70	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Playland Access Road & Theodore Fremd Avenue/Theodore Fremd Ave.



Intersection	
Intersection Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	31	2	42	162	10	252	6	61	40	56	310	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	3	-	-	1	-	-	2	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	34	2	46	178	11	277	7	67	44	62	341	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	581	597	349	599	583	89	358	0	0	111	0	0
Stage 1	473	473	-	102	102	-	-	-	-	-	-	-
Stage 2	108	124	-	497	481	-	-	-	-	-	-	-
Follow-up Headway	3.5	4.009	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Capacity-1 Maneuver	554	545	755	377	387	967	1212	-	-	1485	-	-
Stage 1	710	691	-	894	801	-	-	-	-	-	-	-
Stage 2	947	840	-	514	514	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	369	514	755	337	365	967	1212	-	-	1485	-	-
Mov Capacity-2 Maneuver	369	514	-	337	365	-	-	-	-	-	-	-
Stage 1	706	655	-	889	796	-	-	-	-	-	-	-
Stage 2	662	835	-	456	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	20.6	0.4	1.1
HCM LOS	B	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1212	-	-	369	621	430	967	1485	-	-
HCM Lane V/C Ratio	0.005	-	-	0.062	0.096	0.654	0.191	0.041	-	-
HCM Control Delay (s)	7.987	0	-	15.4	11.4	27.9	9.6	7.529	0	-
HCM Lane LOS	A	A		C	B	D	A	A	A	
HCM 95th %tile Q(veh)	0.016	-	-	0.196	0.318	4.558	0.703	0.13	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	12.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	498	111	157	139	33	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-3	-	3	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	553	123	174	154	37	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	329	0	-	0	1482	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	1230	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1231	-	-	-	108	770
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	225	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1231	-	-	-	56	770
Mov Capacity-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	117	-

Approach	EB	WB	SB
HCM Control Delay, s	8.4	0	82.8
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1231	-	-	-	136
HCM Lane V/C Ratio	0.449	-	-	-	0.735
HCM Control Delay (s)	10.29	0	-	-	82.8
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	2.383	-	-	-	4.274

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	236	311	3	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	3	0	0	0
Mvmt Flow	11	254	334	3	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	338	0	-	0	611	336
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	275	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	1232	-	-	-	460	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	776	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1232	-	-	-	455	711
Mov Capacity-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.9
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1232	-	-	-	623
HCM Lane V/C Ratio	0.009	-	-	-	0.014
HCM Control Delay (s)	7.948	0	-	-	10.9
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.026	-	-	-	0.042

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined